MUNI

San Francisco Municipal Railway

BAYSHORE TRANSIT STUDY

SAN FRANCISCO

Prepared for

City and County of SAN FRANCISCO

by

WILBUR SMITH ASSOCIATES

in association with

LTK ENGINEERING SERVICES
AILEEN C. HERNANDEZ ASSOCIATES
STEVENS & ASSOCIATES
SEDWAY & ASSOCIATES
ENVIRONMENTAL SCIENCE ASSOCIATES
DOWLING ASSOCIATES

GOALS

Goal #1: IMPROVE TRANSIT SERVICE TO, FROM AND WITHIN THE CORRIDOR

- Decrease travel time to destinations
- Maximize service convenience
- Maximize transit ridership in corridor
- Improve schedule reliability

GOAL #2: FACILITATE ECONOMIC DEVELOPMENT IN AREA

- Stimulate economic activity at current commercial sites
- Stimulate new residential development near commercial corridors
- Stimulate mixed use development near major transit stops
- Minimize construction disruption
- Serve locations with major development potential
- Increase employment for corridor residents
- Enhance viability of industrial areas

GOAL #3: ENHANCE THE AREA'S ENVIRONMENT

- Enhance corridor's visual appearance
- Improve air quality
- Minimize adverse environmental impacts

GOAL #4: ENHANCE CURRENT AND PLANNED CITY & REGIONAL TRANSPORTATION

- Minimal disruption to other transportation services
- Improve accessibility to transit
- Consistency with City's Plans
- Serve major transportation facilities

GOAL #5: IMPLEMENT A COST EFFECTIVE & FINANCIALLY FEASIBLE SYSTEM

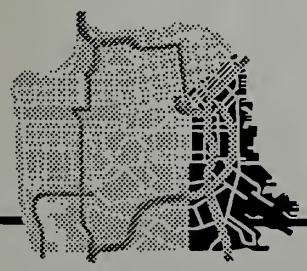
- Minimize system operating cost
- Minimize capital cost
- Maximize opportunity for outside funding

GOAL #6: IMPLEMENT PROJECT ASAP

- Finance within City capabilities
- Minimize potential time delays
- Minimize implementation time
- Achieve widely based support

GOAL #7: IMPLEMENT AN EQUITABLE SYSTEM

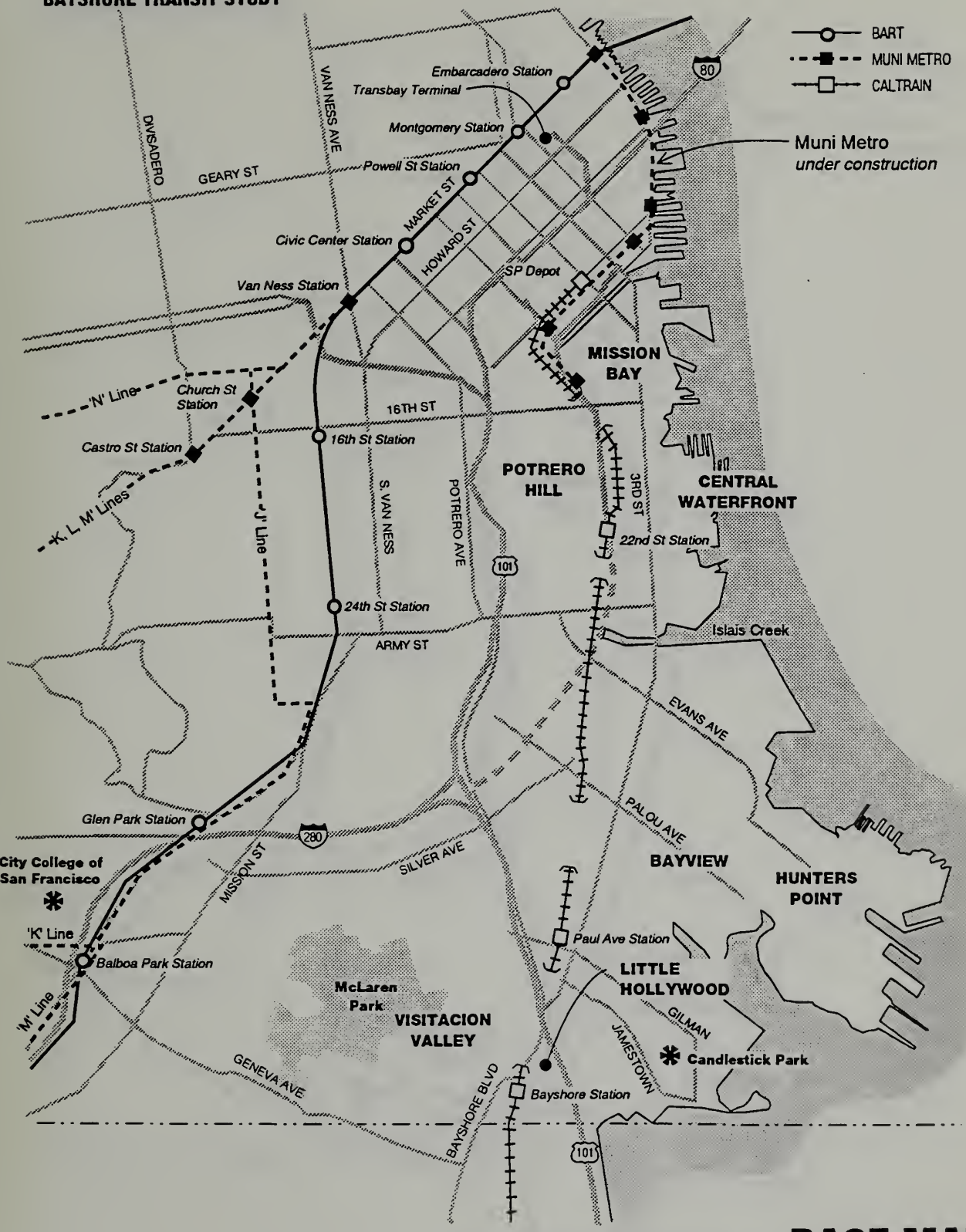
- Bring Bayshore corridor transit service to citywide levels
- Provide equivalent service in all corridor neighborhoods
- Provide for transportation disadvantaged



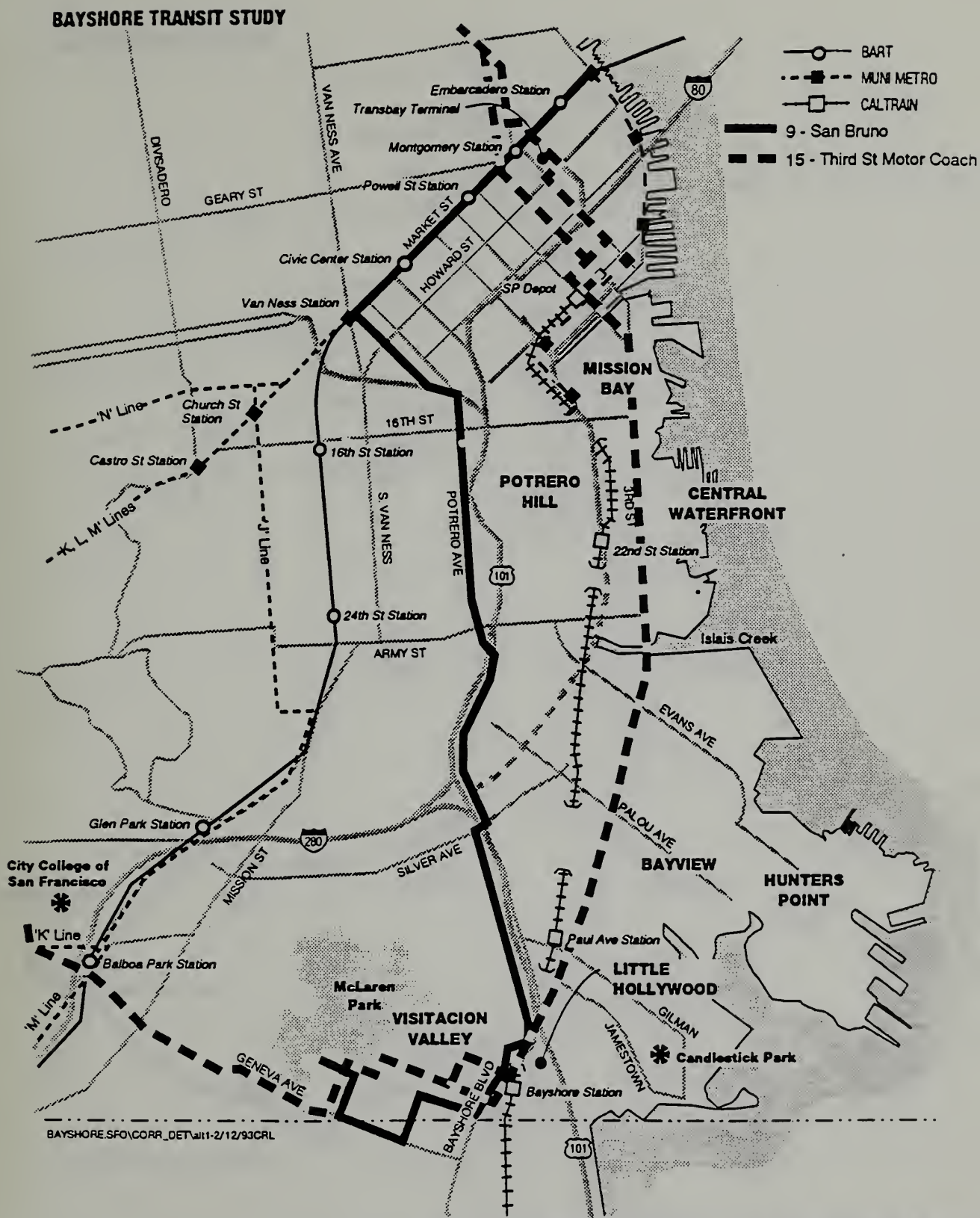
ALTERNATIVES

CONSULTANT SCREENING RECOMMENDATIONS

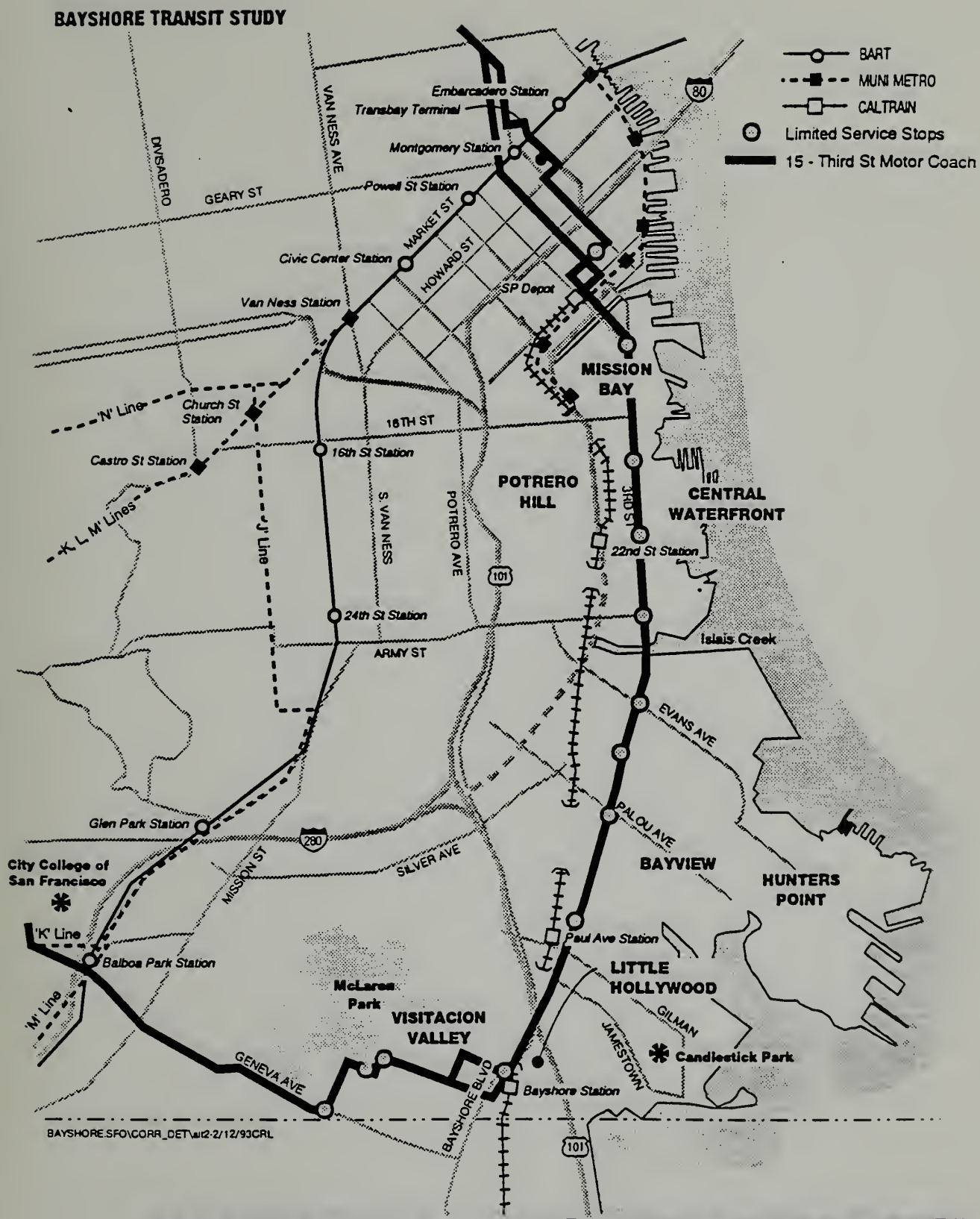
ALTERNATIVE 1: Do Nothing	*keep in study*
ALTERNATIVE 2: TSM	*keep in study*
ALTERNATIVE 3: 3rd St Trolley Coach	*keep in study*
ALTERNATIVE 4: 3rd St MUNI Metro	*keep in study*
ALTERNATIVE 5: 3rd St Alternative Light Rail	*keep in study; look at alternative alignments*
ALTERNATIVE 6: Bayshore Trolley Coach	*drop from study*
ALTERNATIVE 7: MUNI Metro on PCS R-O-W	*drop from study*
ALTERNATIVE 8: MUNI Rapid Transit	*keep in study; need additional info on Caltrain*
ALTERNATIVE 9: MUNI Metro Hybrid	*keep in study*


BART
MUNI METRO
CALTRAIN
Muni Metro
under construction
Embarcadero Station
Transbay Terminal
Montgomery Station
Powell St Station
Civic Center Station
Van Ness Station
SP Depot
MARKET ST
HOWARD ST
VAN NESS AVE
DIVISADERO
GEARY ST
80
MISSION BAY
'N' Line
Church St Station
16TH ST
16th St Station
Castro St Station
K, L, M' Lines
'J' Line
S. VAN NESS
POTRERO AVE
POTRERO HILL
3RD ST
CENTRAL WATERFRONT
22nd St Station
101
24th St Station
ARMY ST
Islais Creek
EVANS AVE
PALOU AVE
Glen Park Station
280
City College of San Francisco
MISSION ST
SILVER AVE
BAYVIEW
HUNTERS POINT
'K' Line
Balboa Park Station
Paul Ave Station
LITTLE HOLLYWOOD
'M' Line
McLaren Park
VISITACION VALLEY
GILMAN
JAMESTOWN
Candlestick Park
GENEVA AVE
BAYSHORE BLVD
Bayshore Station
101

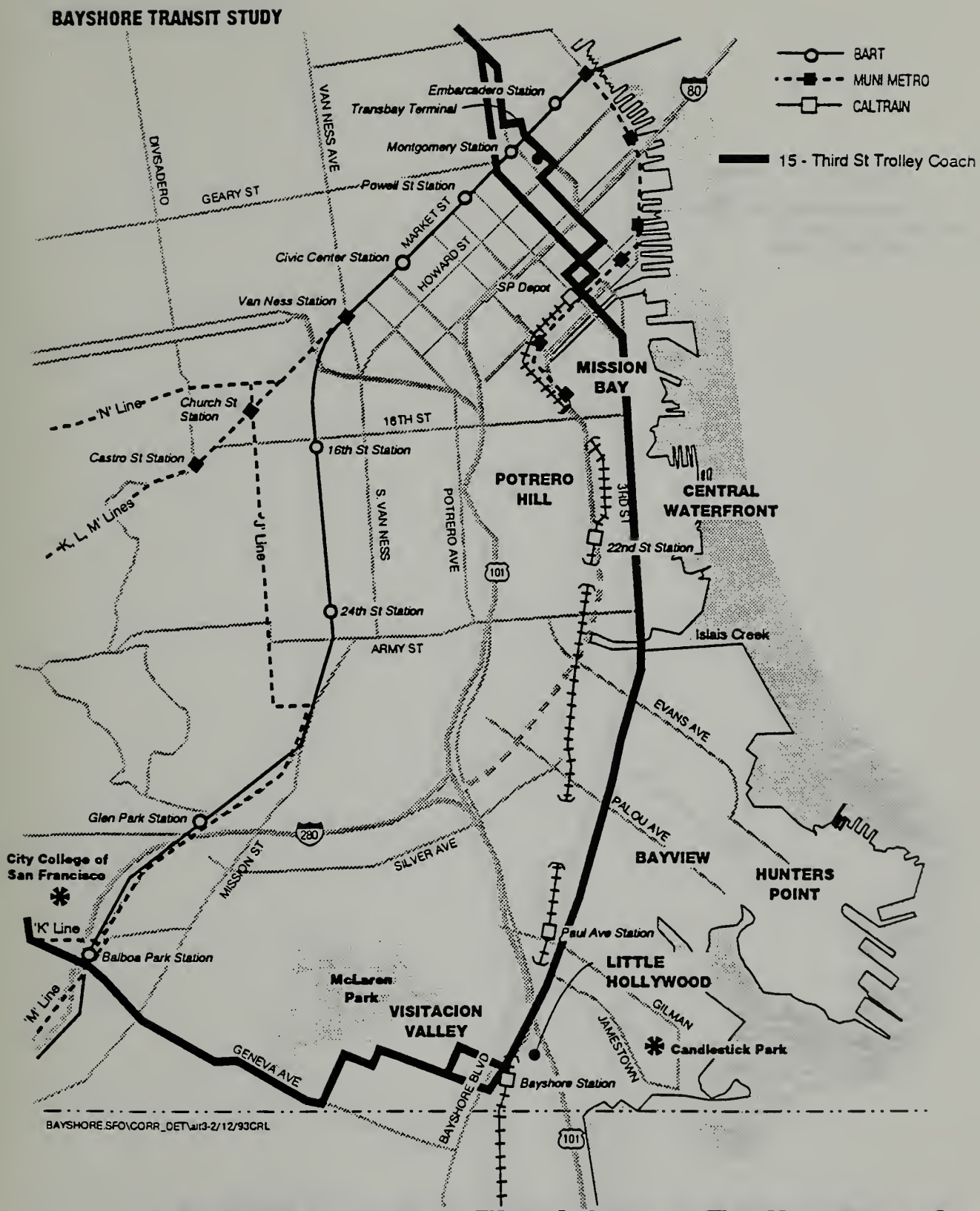
BASE MAP



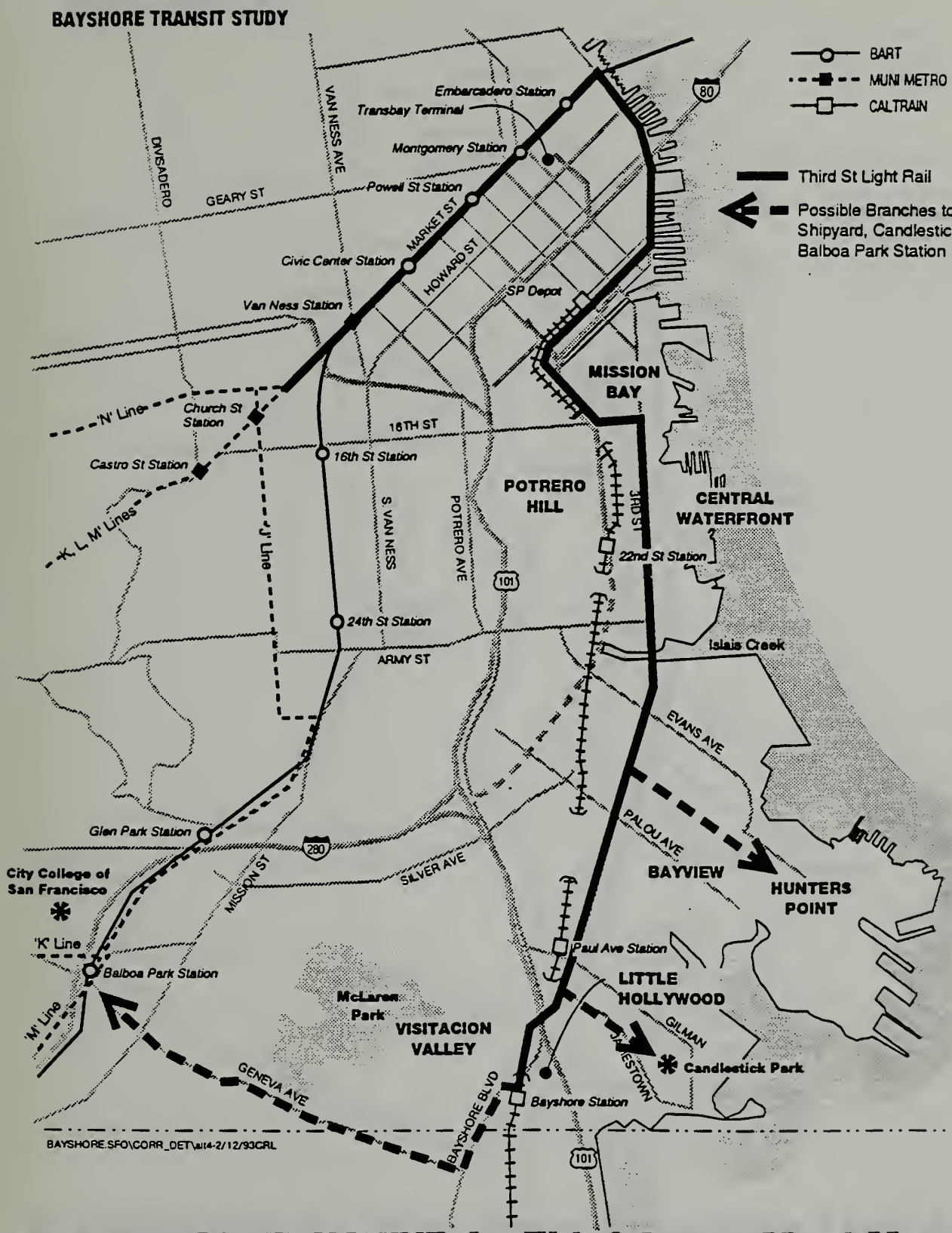
ALTERNATIVE 1 - Do Nothing



ALTERNATIVE 2 - TSM

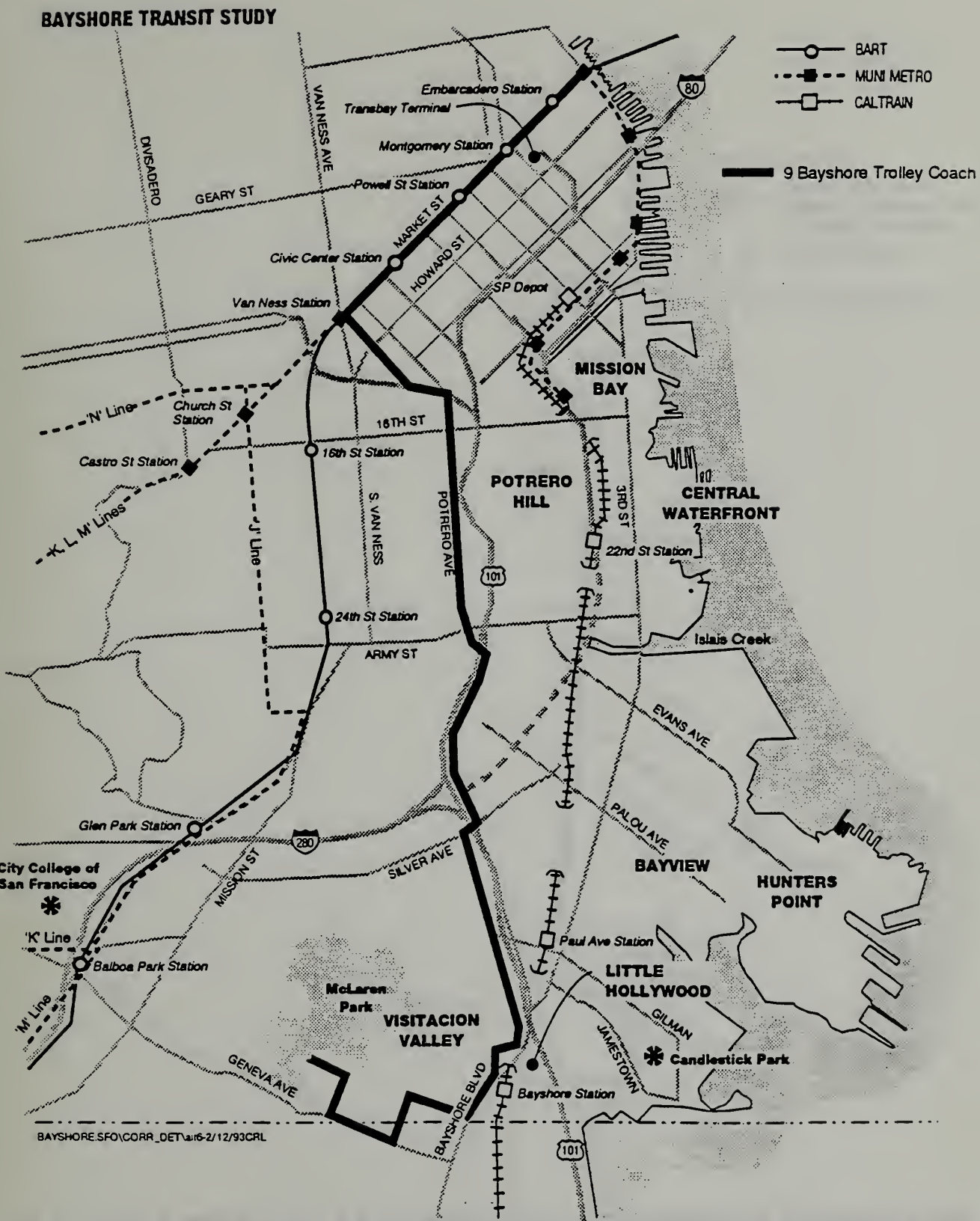


ALTERNATIVE 3 - Third Street Trolley Coach

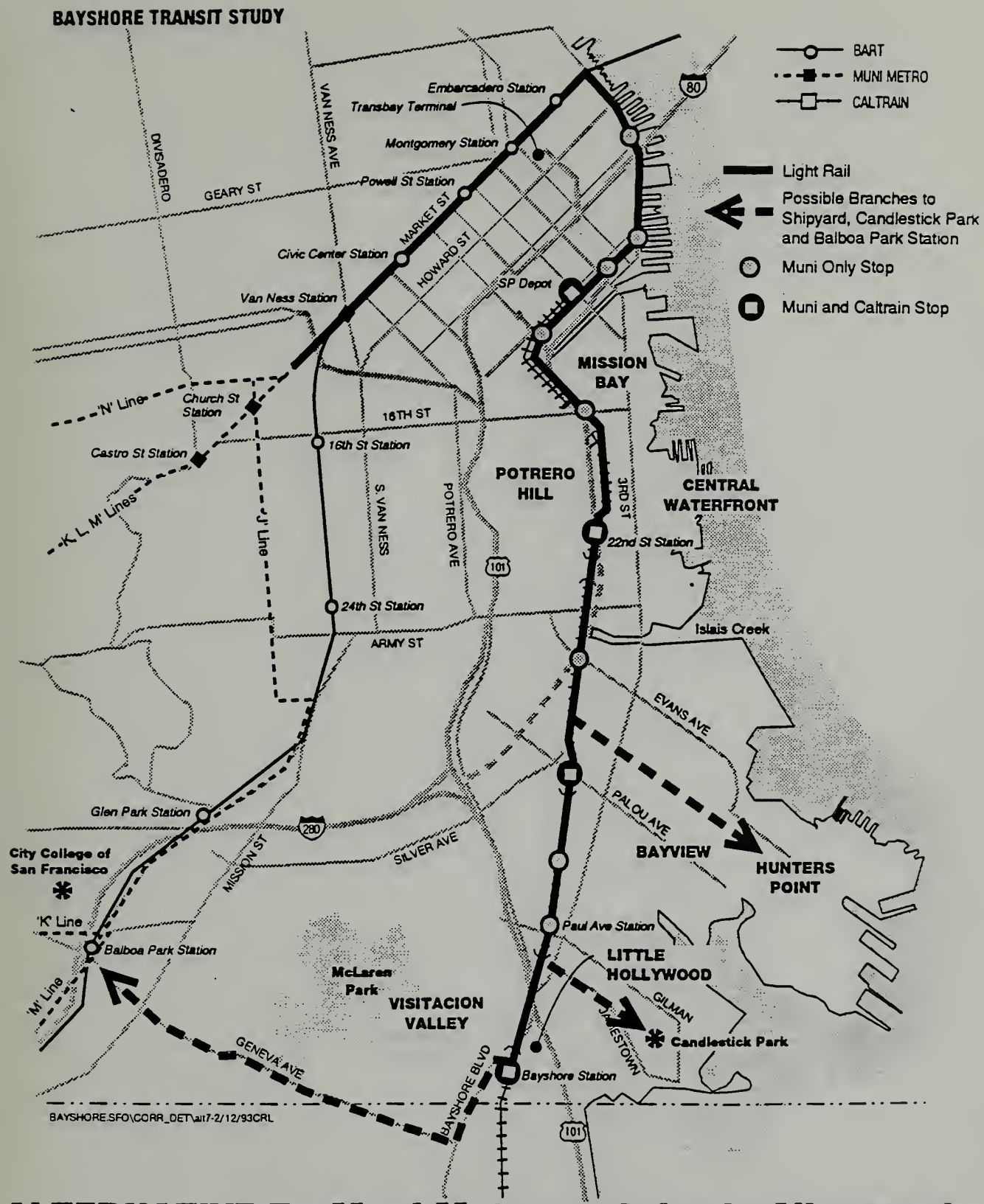


ALTERNATIVE 4 - Third Street Muni Metro

ALTERNATIVE 5 - Third Street Alternative Light Rail



ALTERNATIVE 6 - Bayshore Trolley Coach



ALTERNATIVE 7 - Muni Metro on Caltrain Alignment

ALTERNATIVE 8 - Muni Rapid Transit

ALTERNATIVE 9 - Muni Metro Hybrid

REFINED ALTERNATIVE 10
THIRD STREET MISSION BAY
MUNI METRO
Northern Portion

Bayshore Transit Study

- BART
- MUNI METRO
- CALTRAIN
- Freight Leads
- Light Rail
- Possible Branches to Shipyard, Candlestick Park and Balboa Park Station

BAYSHORE.SF\CORR-REV\10-6/3/93CRL

REFINED ALTERNATIVE 10
THIRD STREET MISSION BAY
MUNI METRO
Southern Portion

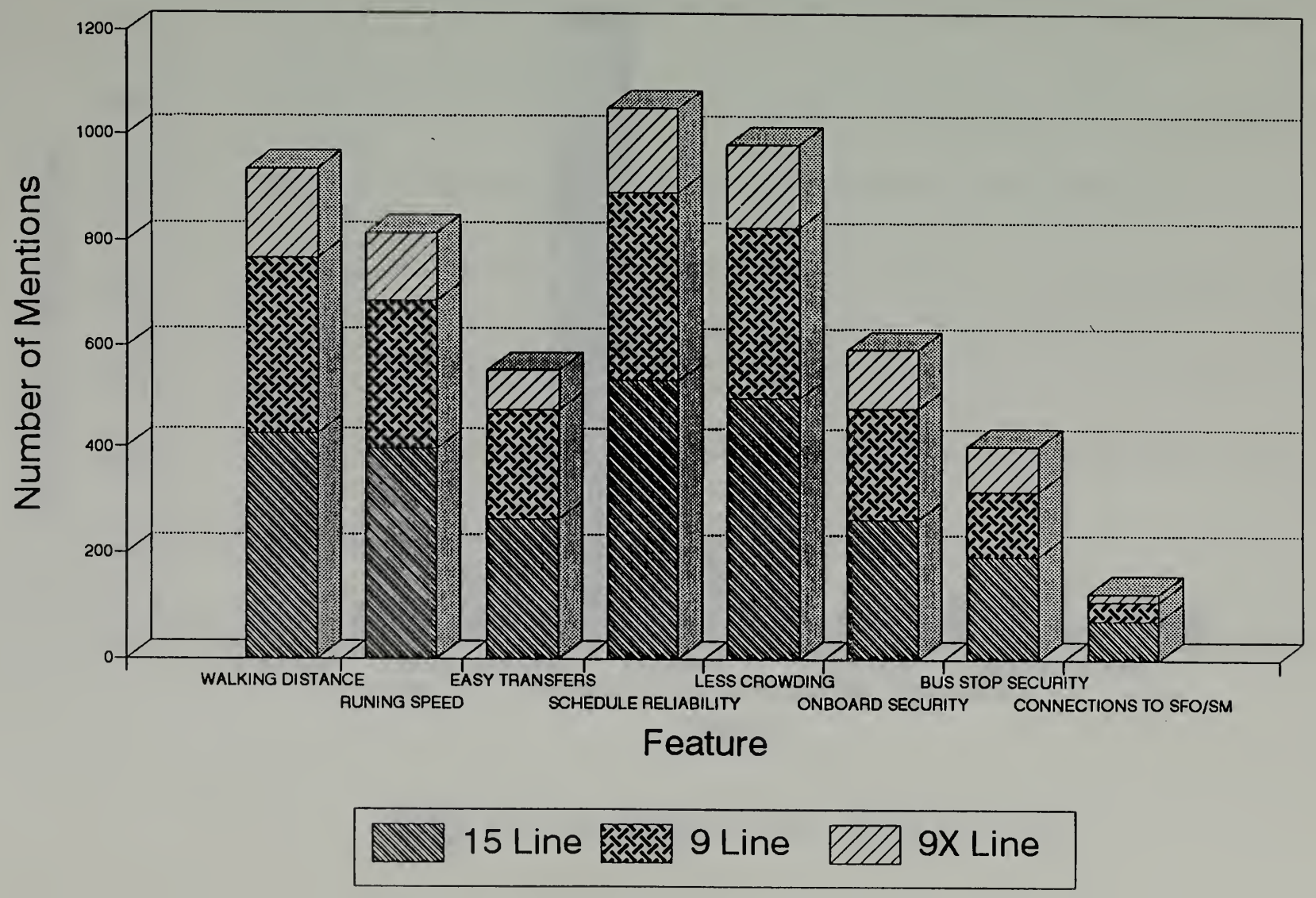
Bayshore Transit Study

ALTERNATIVE COMPARISONS - STAGE 1 SCREENING Bayshore Transit Study		
Alternatives	**One-way Travel Time in Minutes**	**Est. Capital Costs (Millions of 1993 Dollars)** Vehicle Costs in ( )
Alt. #1 - Do Nothing	Market to Gilman: 23	Not Applicable
Alt. #2 - TSM	Market to Gilman: 23	To be Determined
Alt. #3 - 3rd St. Trolley Coach	Market to Gilman: 23	$30 - 35 ($20)
	Market to Bayshore: 29	$40 - 50 ($30)
Alt. #4 - 3rd St. MUNI Metro	Market to Gilman: 23	$125 - 145 ($55)
	Market to Bayshore: 28	$165 -190 ($65)
Alt. #5 - 3rd St. LRT (Low Floor)	Market to Gilman: 22	$145 - 170 ($60)
	Market to Bayshore: 27	$185 - 215 ($70)
Alt. #6 - Bayshore Trolley Coach	To be Determined	
Alt. #7 - MUNI Metro on PCS to Bayshore	Market to Paul: 19	$175 - 205 ($50)
	Market to Bayshore: 22	$260 - 305 ($55)
Alt #8 - MUNI Rapid Transit	Market to Bayshore: 17	$70 - 80 ($30)
Alt. #9 - MUNI Metro Hybrid	Market to Gilman: 21	$145 - 185 ($55)
	Market to Bayshore: 26	$180 - 225 ($60)

RIDERSHIP STUDY

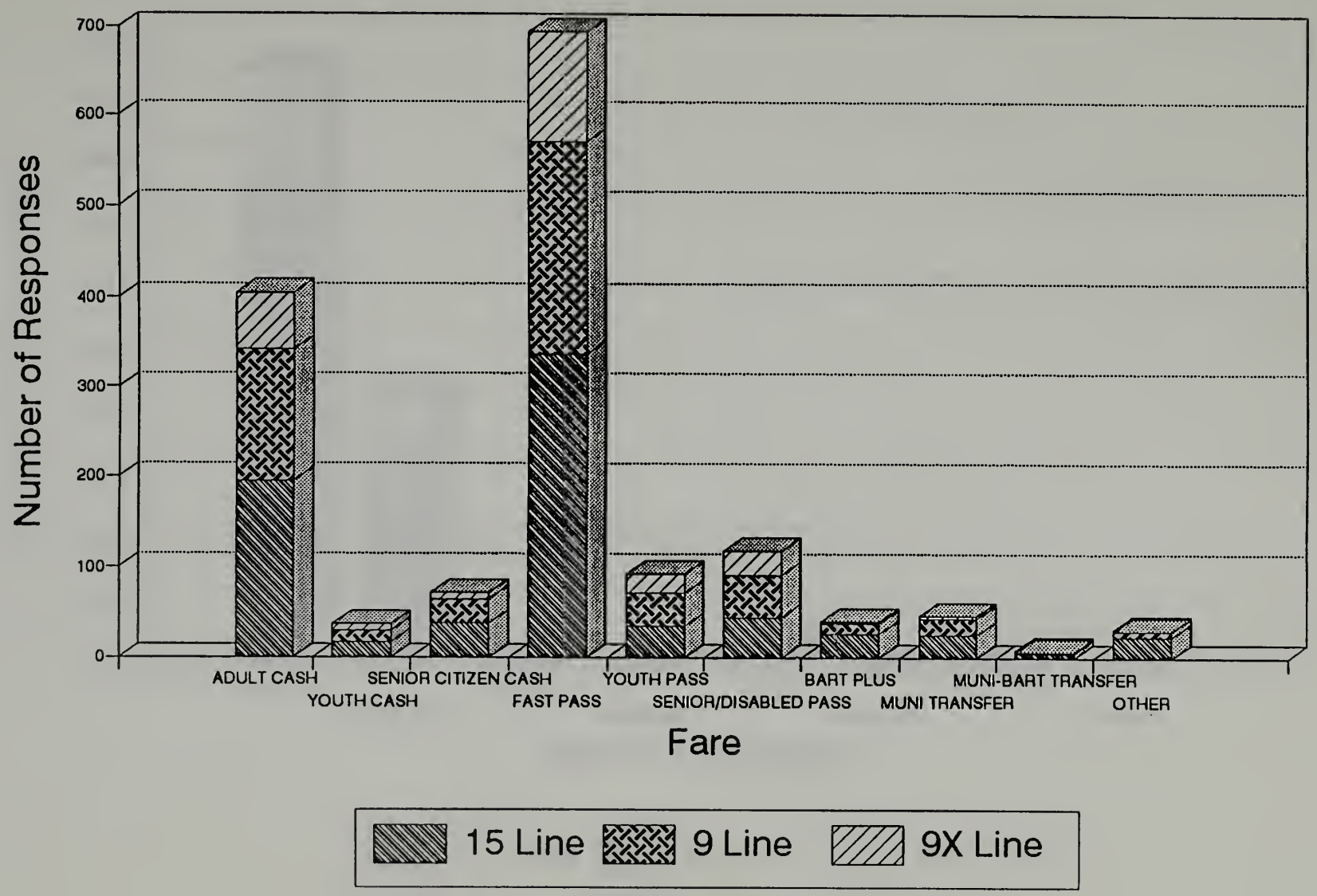
FEATURES MOST IMPORTANT TO RIDERS

Bayshore Transit Study



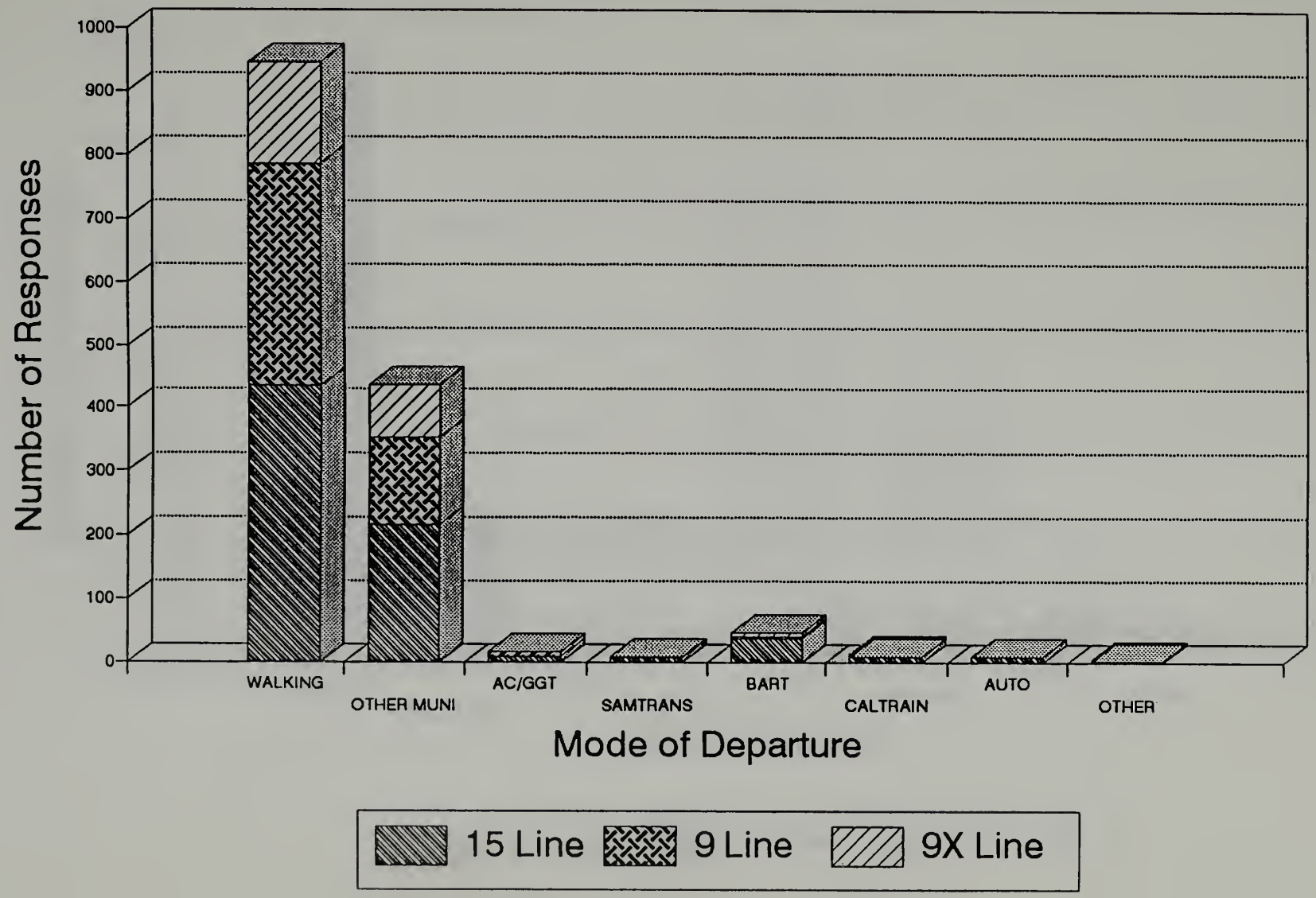
TYPE OF FARE PAID

Bayshore Transit Study



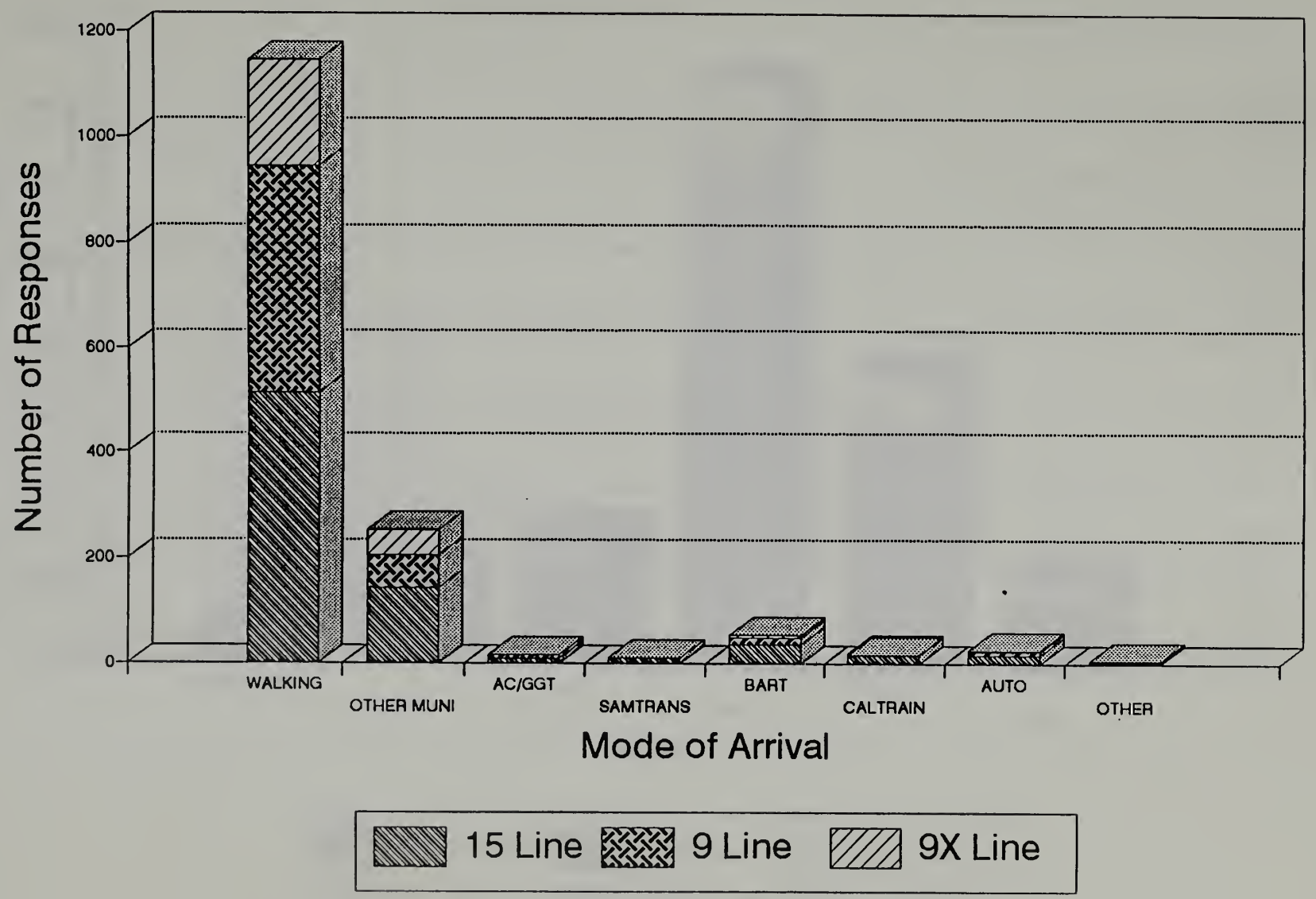
MODE OF DEPARTURE FROM MUNI STOP

Bayshore Transit Study



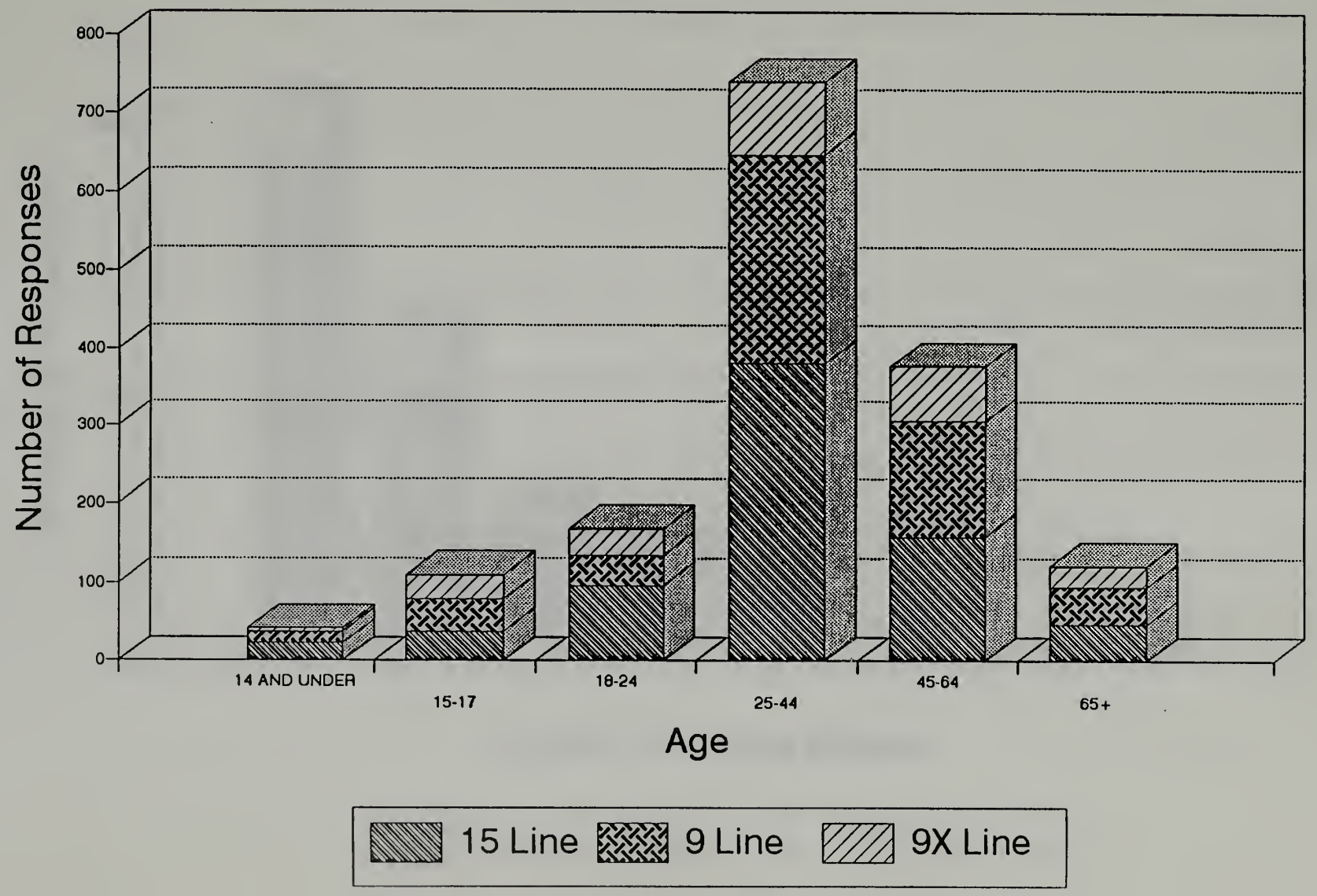
MODE OF ARRIVAL TO MUNI STOP

Bayshore Transit Study



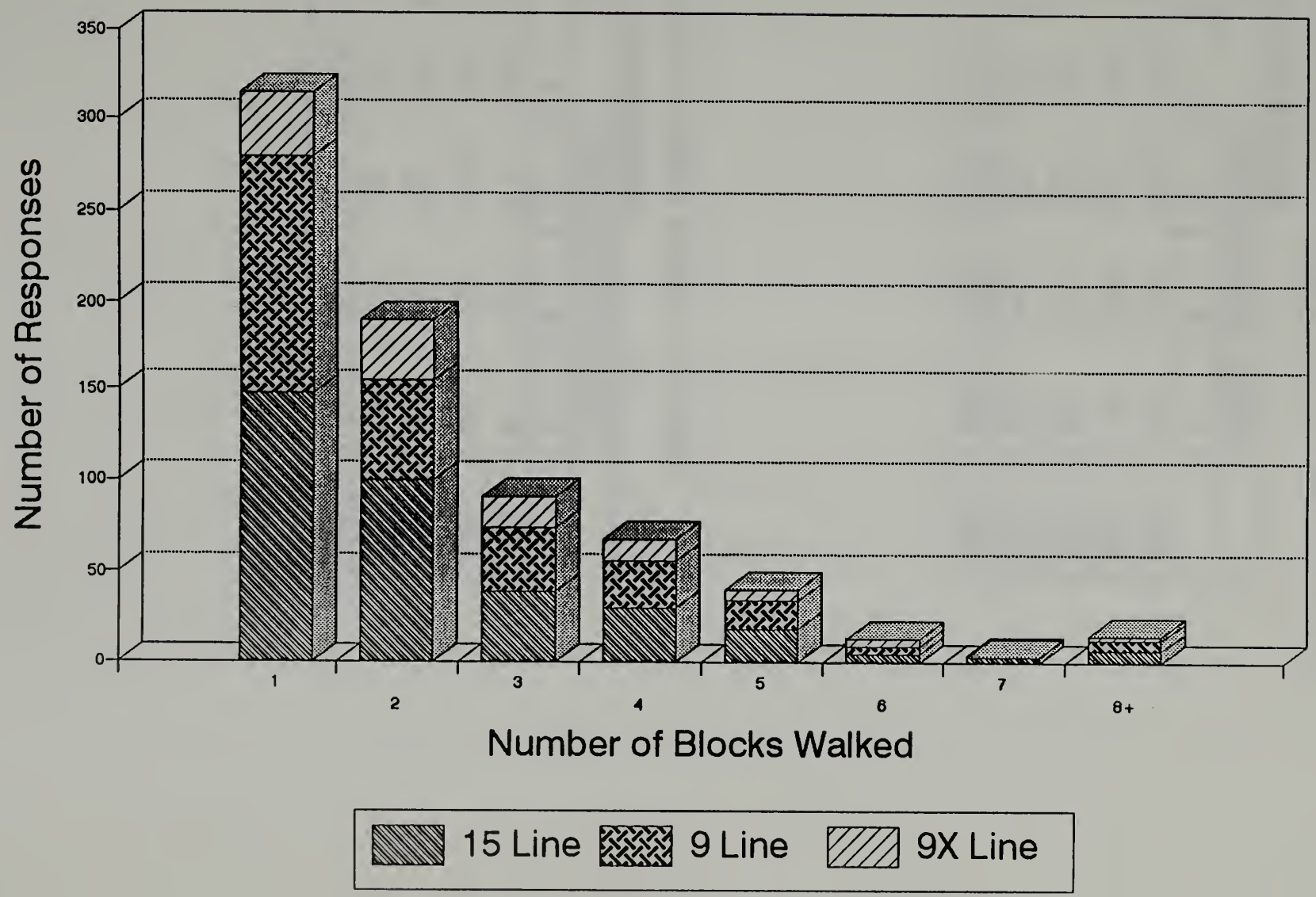
AGE DISTRIBUTION OF RESPONDENTS

Bayshore Transit Study



WALKING DISTANCE FROM MUNI STOP

Bayshore Transit Study



ORIGIN-DESTINATION TABLE -- ALL RESPONDENTS
Bayshore Transit Study

ORIGIN	DESTINATION ZONE				
ZONE	1	2	3	4	
1	181	154	51	41	427
2	157	176	103	51	487
3	93	135	42	38	308
4	87	88	44	154	373
TOTAL	518	553	240	284	1595

ORIGIN-DESTINATION TABLE -- 15 LINE
Bayshore Transit Study

ORIGIN	DESTINATION ZONE				
ZONE	1	2	3	4	
1	100	77	10	6	193
2	73	104	50	12	239
3	20	69	26	25	140
4	20	26	24	110	180
TOTAL	213	276	110	153	752

ORIGIN-DESTINATION TABLE -- 9 LINE
Bayshore Transit Study

ORIGIN	DESTINATION ZONE				
ZONE	1	2	3	4	
1	62	71	32	20	185
2	70	65	37	20	192
3	49	42	13	12	116
4	34	23	15	14	86
TOTAL	215	201	97	66	579

ORIGIN-DESTINATION TABLE -- 9X LINE
Bayshore Transit Study

ORIGIN	DESTINATION ZONE				
ZONE	1	2	3	4	
1	19	6	9	15	49
2	14	7	16	19	56
3	24	24	3	1	52
4	33	39	5	30	107
TOTAL	90	76	33	65	264

MODE OF DEPARTURE FROM MUNI STOP BY DESTINATION ZONE
Bayshore Transit Study

DEPARTURE	ZONE 1		ZONE 2		ZONE 3		ZONE 4		ALL ZONES	
MODE	NO.	PCT.	NO.	PCT.	NO.	PCT.	NO.	PCT.	NO.	PCT.
WALKING	357	73.8%	288	55.8%	149	65.9%	152	56.7%	946	63.3%
OTHER MUNI	107	22.1%	178	34.5%	71	31.4%	84	31.3%	440	29.5%
AC/GGT	6	1.2%	6	1.2%	3	1.3%	3	1.1%	18	1.2%
SAMTRANS	1	0.2%	0	0.0%	2	0.9%	7	2.6%	10	0.7%
BART	11	2.3%	22	4.3%	0	0.0%	16	6.0%	49	3.3%
CALTRAIN	0	0.0%	12	2.3%	0	0.0%	2	0.7%	14	0.9%
AUTO	2	0.4%	9	1.7%	1	0.4%	1	0.4%	13	0.9%
OTHER	0	0.0%	1	0.2%	0	0.0%	3	1.1%	4	0.3%
TOTAL	484	100.0%	516	100.0%	226	100.0%	268	100.0%	1494	100.0%

MODE OF ARRIVAL TO MUNI STOP BY ORIGIN ZONE
Bayshore Transit Study

ARRIVAL	ZONE 1		ZONE 2		ZONE 3		ZONE 4		ALL ZONES	
MODE	NO.	PCT.	NO.	PCT.	NO.	PCT.	NO.	PCT.	NO.	PCT.
WALKING	312	75.9%	333	70.3%	233	79.8%	269	73.9%	1147	74.4%
OTHER MUNI	65	15.8%	83	17.5%	50	17.1%	58	15.9%	256	16.6%
AC/GGT	9	2.2%	8	1.7%	0	0.0%	1	0.3%	18	1.2%
SAMTRANS	0	0.0%	4	0.8%	3	1.0%	6	1.6%	13	0.8%
BART	17	4.1%	21	4.4%	0	0.0%	15	4.1%	53	3.4%
CALTRAIN	1	0.2%	18	3.8%	0	0.0%	2	0.5%	21	1.4%
AUTO	4	1.0%	7	1.5%	6	2.1%	11	3.0%	28	1.8%
OTHER	3	0.7%	0	0.0%	0	0.0%	2	0.5%	5	0.3%
TOTAL	411	100.0%	474	100.0%	292	100.0%	364	100.0%	1541	100.0%

WALKING DISTANCE TO BUS STOP BY ORIGIN ZONE
Bayshore Transit Study

BLOCKS WALKED	ZONE 1		ZONE 2		ZONE 3		ZONE 4		ALL ZONES	
	NO.	PCT.	NO.	PCT.	NO.	PCT.	NO.	PCT.	NO.	PCT.
1	96	38.4%	109	41.3%	60	33.9%	79	39.9%	344	38.7%
2	87	34.8%	68	25.8%	41	23.2%	62	31.3%	258	29.0%
3	34	13.6%	36	13.6%	25	14.1%	27	13.6%	122	13.7%
4	14	5.6%	24	9.1%	21	11.9%	10	5.1%	69	7.8%
5	11	4.4%	10	3.8%	14	7.9%	8	4.0%	43	4.8%
6	3	1.2%	8	3.0%	7	4.0%	6	3.0%	24	2.7%
7	1	0.4%	2	0.8%	4	2.3%	2	1.0%	9	1.0%
8+	4	1.6%	7	2.7%	5	2.8%	4	2.0%	20	2.2%
TOTAL	250	100.0%	264	100.0%	177	100.0%	198	100.0%	889	100.0%

WALKING DISTANCE FROM BUS STOP BY DESTINATION ZONE
Bayshore Transit Study

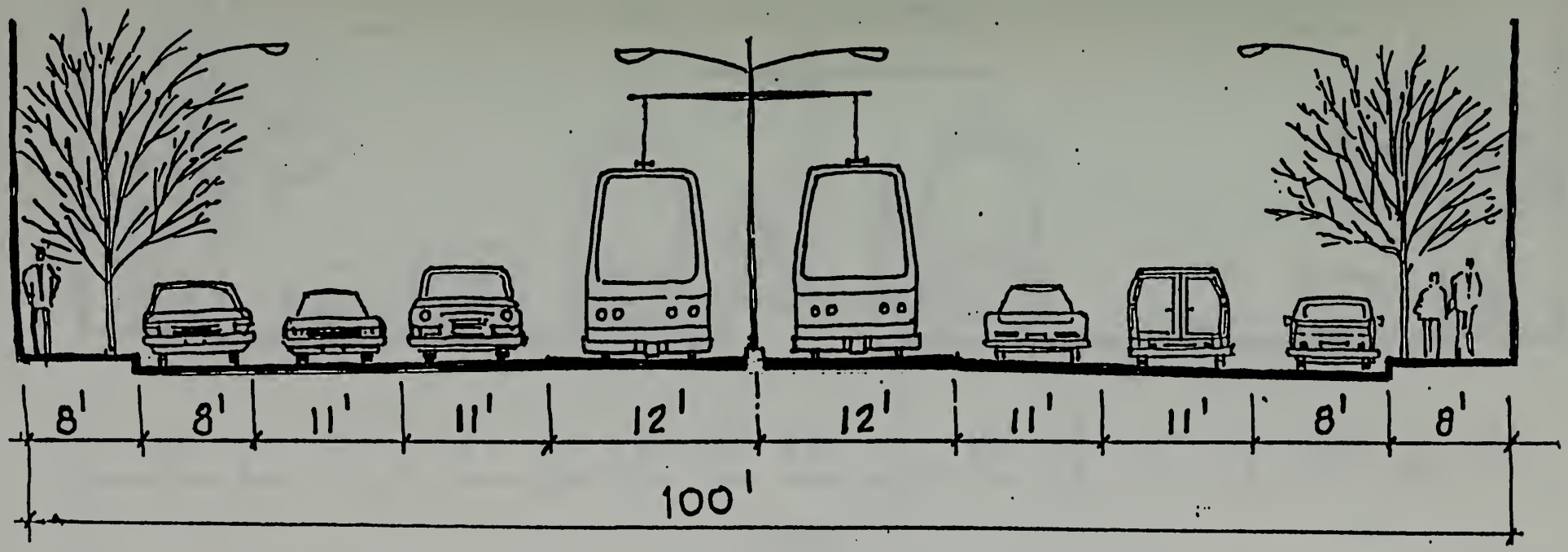
BLOCKS WALKED	ZONE 1		ZONE 2		ZONE 3		ZONE 4		ALL ZONES	
	NO.	PCT.	NO.	PCT.	NO.	PCT.	NO.	PCT.	NO.	PCT.
1	119	43.0%	120	50.4%	37	31.9%	40	36.4%	316	42.6%
2	73	26.4%	56	23.5%	32	27.6%	30	27.3%	191	25.8%
3	36	13.0%	26	10.9%	16	13.8%	14	12.7%	92	12.4%
4	27	9.7%	11	4.6%	19	16.4%	11	10.0%	68	9.2%
5	15	5.4%	14	5.9%	5	4.3%	6	5.5%	40	5.4%
6	2	0.7%	5	2.1%	4	3.4%	4	3.6%	15	2.0%
7	1	0.4%	2	0.8%	1	0.9%	0	0.0%	4	0.5%
8+	4	1.4%	4	1.7%	2	1.7%	5	4.5%	15	2.0%
TOTAL	277	100.0%	238	100.0%	116	100.0%	110	100.0%	741	100.0%

TRIP PURPOSE MATRIX -- ALL RESPONDENTS

Bayshore Transit Study

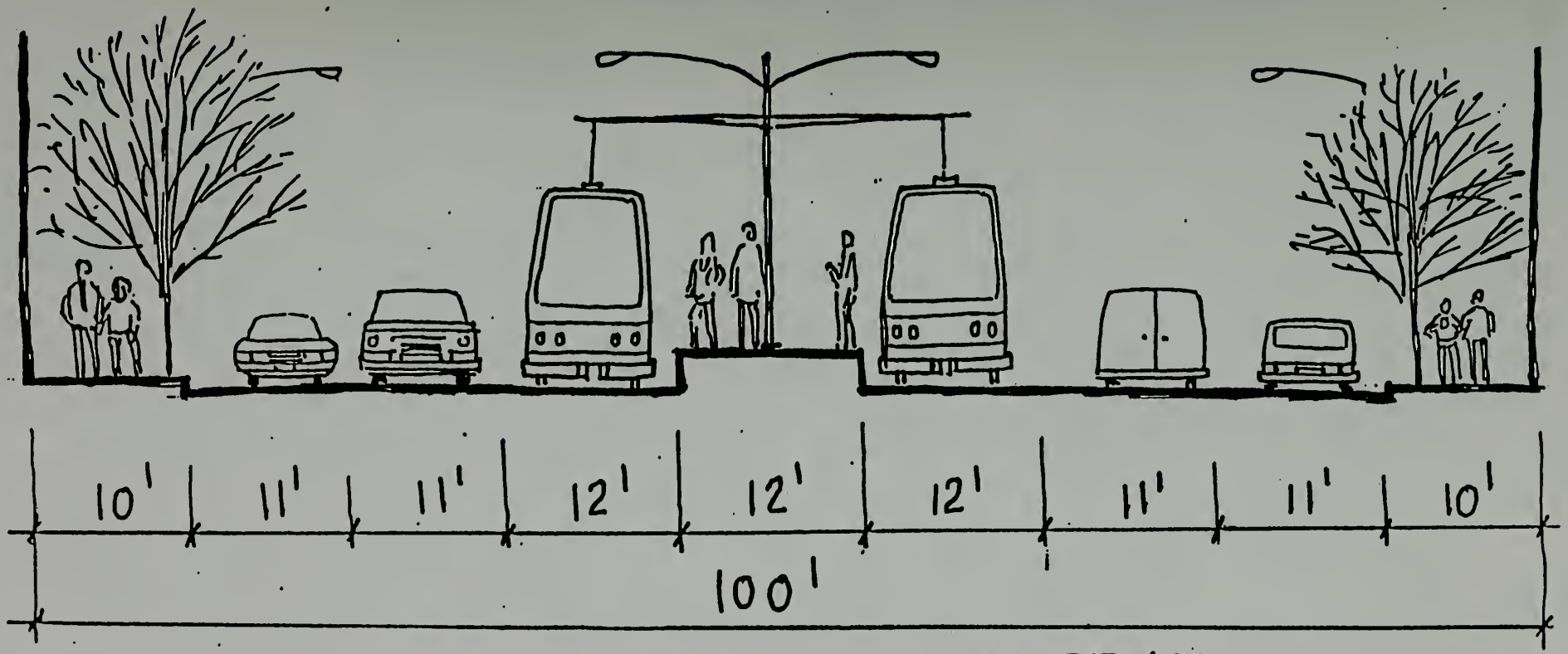
ORIGIN PURPOSE	DESTINATION PURPOSE							
	Home	Work	School	Med/Dent	Shopping	Soc/Rec	Other	TOTAL
Home	46	544	107	48	50	26	72	893
Work	220	46	6	5	15	10	24	326
School	83	8	6	2	4	3	10	116
Med/Dent	29	4	1	5	3	1	2	45
Shopping	38	5	0	2	4	1	1	51
Soc/Rec	19	5	0	3	2	8	3	40
Other	30	20	3	3	4	4	14	78
TOTAL	465	632	123	68	82	53	126	1549

SKETCHES



EXCLUSIVE R.O.W. 'NO STATIONS'
PARKING BOTH SIDES

1



12 FT. PLATFORM IN CENTER
NO PARKING

3

PUBLIC COMMENTS

SAN FRANCISCO MUNICIPAL RAILWAY
(MUNI)

BAYSHORE CORRIDOR RAIL TRANSIT STUDY

Summaries of Public Comments

- January 25 Public Meeting
- Responses to Questionnaires from April 12, 15, 29 Neighborhood Meetings
- Responses to "Tell Us What You Think" Questionnaire in July Newsletter
- Highlights of Neighborhood Meetings: August 10, 11, 17

By Alisan C. Hernandez Associates
in association with
Wilbur Smith Associates

SAN FRANCISCO MUNICIPAL RAILWAY
(MUNI)

BAYSHORE CORRIDOR RAIL TRANSIT STUDY

SUMMARY REPORT
OF
PUBLIC COMMENTS

(JANUARY 25, 1993 PUBLIC MEETING)

By Aileen C. Hernandez Associates
in association with
Wilbur Smith Associates

SUMMARY OF PUBLIC COMMENTS

Bayshore Corridor Transit Study Public Meeting January 25, 1993

Southeast Community Facility 1800 Oakdale Avenue San Francisco

The meeting was opened at 6:00 p.m. by Peter Straus.

Brief comments were made by Supervisor Bill Maher who indicated his interest in a light rail system that would assist in the economic revitalization of Third Street and the Bayview Hunters Point community.

Project Manager Sue Stropes gave an overview of the study including the time schedule and organizational structure and introduced Aileen Hernandez who described the public participation program for the study.

Richard Tilles, Project Manager for the consultant team headed by Wilbur Smith Associates, made a presentation in which the proposed goals and objectives of the study were outlined and the nine alternatives initially identified for analysis were described. The meeting was then opened by Peter Straus for public comment. Those comments are summarized in the following pages.

Approximately 100 people attended the meeting; eighty-seven signed in and their names, addresses and affiliations are included at the end of this report. The names of all attendees will be added to the Project mailing list.

The meeting was adjourned at 8:30 p.m.

BAYSHORE CORRIDOR TRANSIT STUDY
Public Meeting, January 25, 1993
Southeast Community Facility
1800 Oakdale Avenue
San Francisco

Summary of Comments

1. Harold McCoy: Bayview Merchants. Main concern is revitalization of Third Street; light rail must go up Third Street; foolish to even consider Caltrain as a solution to the area's economic problems. Businesses need foot traffic to survive and residents need to be able to make connections to other transit lines serving all areas of the City. All Caltrain does is bring suburbanites into the downtown; does not adequately serve needs of Bayview residents; let the suburbanites pay for their transit - not San Francisco.

2. Oscar James: Bayview resident. The only acceptable solution is light rail on Third Street. Favors Alternative 4.

3. Jim Haas: served as Chair of citizens' group which developed the transportation plan identifying the Geary and Bayshore corridors as priority areas for transit improvements. The Bayshore corridor serves the Bayview/Hunters Point, Potrero Hill and Visitacion Valley communities; Visitacion Valley is even more isolated than the Bayview and needs to be considered in the study. City's transit system must have a regional focus as well to connect to industrial area which can provide jobs to S.F. residents. $200 million have been identified for the Bayshore and Geary corridors; both have a #1 priority status; the $10 million for the study is a good start towards major improvements; study should not be narrowly focused; should be visionary. Requires extensive and good citizen participation in the study; the study team is good and wants the public to be involved.

4. Geraldine Johnson: First Vice President of the San Francisco Housing Development Corporation; has a major concern with transit on Third Street; building 28 units and good transportation is an important marketing point in selling those new houses, especially affordable housing units. Favors light rail on Third Street; opposes money being used for extension of Caltrain to downtown or upgrading the Caltrain system. Anything less than full attention to a Third Street light rail system is a "sell-out" of people in the community; the study should not look beyond the county line, and not focus on serving the "three-piece suit wearing suburbanites on the peninsula."

5. Sam Murray: Chair of New Bayview Committee and organizer of first People's Earth Day. Bayview is entitled to the same level of

transit service other areas of City enjoy. Environmental issues are of deep concern: HP is a disastrous hazardous waste area; light rail will reduce the number of fuel-burning vehicles which add to the pollution problems of the community. If the City is serious about serving the needs of the community, then light rail is the answer. While the study team is good, it does not have any Bayview residents; wants community people to benefit from the money being spent on the study. African Americans represent 61% of population in area; and are not represented in those numbers at this meeting; their views must be heard. How the City conducts its business is as important as what it does. It is insane to consider any thing other than light rail on Third Street.

Note: A poll of the group was taken. Hands raised indicated that most of those in attendance were residents of the Bayview; a few were from Potrero Hill; fewer from Visitacion Valley and a substantial number from other areas of the City/Bay Area.

6. Martin Choate: a MUNI transit inspector in the area; concerned that those pushing for light rail are unaware of what the impacts will really be. Retail businesses will not be served well; those already there will find it difficult to survive during the construction period; a lot of parking will be wiped out to make room for the tracks and parking is crucial to a business area. For new industries that might come in, they would want less traffic on Third Street and trucks coming in and out to serve these new industries would create more congestion. Residents would not get much out of light rail; Visitacion Valley does not have any streets wide enough to accommodate tracks; Geneva is too congested now and all the existing bus lines would need to be maintained for the necessary connections. Light rail would take longer to get downtown and would be less convenient for many now served in the area. Favors a Caltrain upgrade to a high-speed rail line, stopping everywhere a bus line crosses its route; would encourage businesses that could produce jobs for the community. Consider a "rubber-tired subway" in Third Street corridor: diesel operation above ground and electrical operation below ground.

7. Karen Huggins: Potrero Hill Resident Managers' Association, serving public housing tenants. Supports Third Street Corridor light rail and the conversion of existing lines to a clean alternative fuel; supported Supervisors' resolution endorsing this; opposes diesel fuels; Third Street, since the earthquake, has become a "101 Highway," with trucks using the area as an alternative to the 280/101 connection; substantial pollution increase in area.

Audience Question: (Geraldine Johnson): Re Choate's opposition to light rail on Third: "Weren't there tracks on Third Street in past?" Response: (Harold McCoy et al): Yes; there was a trolley line and there was also a bustling, successful business community on Third.

8. Jackie Sachs: Geary Streetcar Citizens' Committee; was a member of the Citizens' Committee that sponsored Proposition B and identified both Geary and Bayshore corridors as #1 priorities. Geary Street not getting any attention; supports light rail on Third Street; wants similar support from the Bayview community for Geary Street; carcinogen level high because of diesel buses; prepared to go out and dig up street herself to make light rail happen on Geary.

9. Lisa Feldstein: non-resident of area, but relies on public transit and would like to see more light rail in the City; tracks were in Bayview; they are on Church street, but where are the cars? Nothing has happened. ***(Note: (Peter Straus): the Church Street situation is an embarrassment to MUNI and the City would do better on the Third Street project.)***

10. Mary Ratcliff: Third Street important to her because she has three family businesses (law firm, newspaper, site for African American Contractors Association) on Third and lives on Third Street as well. Lived in Visitacion Valley prior to moving to the Bayview; used the #9 and #15 MUNI lines and has horror stories about waiting as much as 1 1/2 hours for a connection to a line which was supposed to have eight-minute intervals. Doesn't understand why the City is still "studying" this issue. Is the Bayview a real priority? At least Geary now has good bus service; Bayview does not. Light rail on Third Street is the preference of the community; should be in engineering phase now, not still studying alternatives. Only reason for the study is to get federal dollars to improve Caltrain and serve peninsula commuters. Things can't be worse than they are now; construction for light rail would be no different than now; street is always torn up and there is "wall-to-wall" truck traffic now, with all the accompanying pollution; thinks the agenda is to wear the community down with studies so that the commuter agenda with Caltrain will eventually be served. Any system that does not stop "Paul to Palou" and "Palou to Evans" is not a system serving the Bayview. Get moving; jobs, which the community badly needs, will be generated and those jobs should go to community residents.

11. Tom Radulovich: Lives in the Castro; people are not complaining about the construction phase of the light rail system; it was phased in such a way as to cause minimum disruption. No reason why study should not recommend both Catrain and Third Street light rail; also critically evaluate the 280 system: should it be rebuilt, and if so, how?

12. Ethel Garlington: tired of people telling the community what it needs; there were streetcars on Third Street in the 1940's and 1950's and a thriving community, with a theater, furniture stores, etc. No businesses now because there is no transportation; What used to be could be again. Bayview residents are taxpayers who never get any return on their taxes; wants the young men in the community to be working and the contractors in the area to get contracts to do the work related to the study and construction of the light rail system. What's taking so long?

(Note: Peter Straus - Doing everything to move the study along, Transit Authority has identified $100 million for the Bayshore Corridor; if it is enough to do something constructive, can move forward quickly when study is completed. If more than $100 million is needed, then it gets rough to find the additional money. Must adhere to the process; if not and additional money is needed to produce the improved system, the implementation will be much delayed while other funding sources are sought.)

13. Doug Atkins: Potrero Hill resident; has traveled throughout Europe where good light rail systems exist. Communities should not be competing for money in San Francisco; the City should be competing with other cities in the country for the money to improve its transit system across the board. Caltrain should be electrified and brought into MUNI Metro; "chunky cars" on Caltrain are ridiculous; need to be modernized; consider looping Caltrain into Third Street. Light rail need not take a long time; Stacy Witbeck was very fast; ahead of schedule. Light rail is not building a "subway;" only 15 inches of digging to lay tracks. Why should it be disruptive? Need to make common cause with suburbanites to get a system that serves everyone.

14. Henry Schindel: Visitacion Valley Improvement Association. Visitacion Valley has a lot of things going for it; will be very important in a few years as housing is built and a proposed shopping mall is constructed. Merchants in Visitacion Valley, like Third Street merchants, need revitalization of Leland Avenue; rail line should go to Geneva to open up that area; has hope that he will see something better than what presently exists; should be a station at Executive Park to serve the housing in the area and Candlestick Park, which is a marvelous area for the region. We need to have patience, but perseverance to help the decision-makers do the right thing in the corridor.

15. Rev. Arelious Walker: True Hope Church and Vice President of San Francisco Ecumenical Clergy Council. A resident of the community, near Candlestick, which is a traffic nightmare during games. The 94124 residents are for light rail on Third Street and they believe the City has a "hidden agenda" to improve Caltrain at the expense of the Third Street light rail project. City is losing its African American population; needs economic revitalization of the Bayview Hunters Point area to turn this around; the light rail system on Third Street will go a long way to returning the former thriving business activity to the area.

16. Wille McDowell: community activist; has been in community a long time; lived near Gilman; remembers that there were also tracks on Gilman until 1957 going all the way to Candlestick; the "A" train even went across the bridge; the area needs light rail on Third Street.

17. Richard Powers: lives 2 1/2 blocks away from Third Street; waits for the #15 bus to get home in a wheelchair; lives on McKinnon and needs light rail for access in and out of town Access could be improved and wheelchair lifts should be added to an electrified trolley line; help to get rid of the incredible pollution that now exists because of the diesel buses.

18. Donna DellArio: Bayview resident; sometimes has to use a wheelchair and drives down from home to get to Third for transit; parking concerns should also be addressed; hillside areas do not have easy access to Third; parking lots are needed so people can take transit into town and elsewhere. As for "low level access" at platforms: need to put in gradual ramps, not the "Mt. Everest" slopes that are often found. Whether low level or high platform, ramps need to be re-designed to make them easier for wheelchair access.

19. Gary Wagman: Bayview resident, but not much work in Bayview; drives car to Glen Park Station of BART, where parking is usually gone by 6:30 a.m. Commutes for 1 hour and 15 minutes each way. Architectural drawings are "pretty" but not realistic; do not show trash, beer drinkers, etc. usually on Third. Revitalization is necessary; takes people who have money and residents of area need to get education to improve their employability. Overhead wires are ugly for the light rail system. City needs to explain difference among "trolley/light rail/MUNI Metro" - what is the difference? Light rail not necessarily faster; J Church was slower than #15; service not good; drivers who don't show up for 1 1/2 hours? Ridiculous! Visitacion Valley is unsafe for transit riders. Mission Bay housing projections will increase transit demand and slow down the system. Doesn't shop in Bayview because there is nothing to buy.

20. Marcelee Cashmere: Came to Bayview in 1944 during war years and height of shipyard activity when people were working. Still a pleasure to live in San Francisco, but much needs to be done to improve the area. Whatever happens on Third Street should benefit the existing residents. Big salaries are paid to those who do the "studying" but nothing seems to get back to the community and nothing happens after the study. "I came to San Francisco walking fast; now at 85, I'm walking slow, but I still care about what happens in my community."

21. Espanola Jackson: been in San Francisco since 1942. In a meeting with the Board of Supervisors last year, she testified that the community wants light rail on Third Street, not improvement of Caltrain at the expense of light rail. Why wait for Mission Bay to decide on light rail? Start it now. Light rail went all the way to Chinatown in early 1940's, and the tracks are still there in some places; all her shopping could be done in Bayview Hunters Point. All kinds of services existed on Third Street and she wants to see that be true again. "If you start laying rail, the businesses will come." Still building housing in the community (Executive Park, etc.) people are buying; the community is great; it has the best climate and the lowest crime rate in the City. Has 6 children; 18 grandchildren and 9 great-grandchildren; wants to see something happen for them.

22. Richard Marshall: a member of the Citizens' Advisory Committee which intended that Geary and the Bayshore have equal priorities, not one over the other. Low level access platforms are important and can be incorporated into a subway by using two-level doors; done in other cities. Upper Market Street construction had very little disruption; planned construction to minimize negative impact on businesses. Streetcar islands need not take out massive amounts of parking. The J Church MUNI Metro line and #15 are not comparable in travel use and should not be compared.

23. Vanessa Young: a 7-year resident of the Bayview; difficult to spend money in the community; there are no businesses and no way to get to businesses if there were any. Works at Moscone Center; takes car to work (a 15 minute trip that would take 45 minutes on #15, not counting waiting). Traffic and travel is a nightmare during games; everything is stopped to serve the ballpark patrons; no real public transit. For those who express concern about the disruption of business during light rail construction: WHAT BUSINESSES?--liquor stores, nail shops, etc. Rumor is that the Mayor is considering designating the Bayview as a redevelopment area: what would be the impact of that? Fully supports light rail on Third Street; the technology is there and it should be a "state of the art" project.

24. Kevin Williams: Chair of the New Bayview Committee's subcommittee on Economic Development. This project should be the community's plan for transportation; it is their vision of what should be done. "Light rail is the right rail; Caltrain is a pain." Tribute should be given to City officials like Willie Kennedy, Jim Jefferson and Tom Elzey who are at this meeting, for their support of the community's wishes. Economic development should be an important part of the project and the present residents of the area should be the primary beneficiaries of any economic opportunities that develop. Traffic during the games goes through the community; doesn't stop. Need a system that generates foot traffic so that businesses can thrive; need restaurants and other services that would be attractive to the sports fan. There are 181 businesses on Third Street now, but not the kinds of businesses that would serve these and the residents' needs.

25. Willie Ratcliff: Light rail system is one way to rebuild the community. The area has been "redlined" and capital has not been available for business development; there is no decent restaurant; the area has been "ravished" by everyone; only 7% of the jobs in the area are for residents; everyone comes in and takes dollars out to other communities to spend. Local businesses need access to capital. Light rail can and should link the communities in the corridor, providing real economic opportunities that currently don't exist.

26. BaBa Holmes: has a B.A. in economics and knows planning and economic development. The increase in development will require a better transit system to serve the expanded economic growth. Light rail should go from 16th and 7th streets down Third Street and around the park. There is no need to develop and evaluate all these options. The logic of the connection between a modern transportation system and economic development should be obvious. Light rail is the appropriate option, with the possibility of exploring mono-rail, as well.

Peter Straus thanked participants for attending, complimented them on the thoughtfulness of their testimony. Sue Stropes reaffirmed that there would be other opportunities for public input from the individual neighborhoods and from the community as a whole.

Meeting was adjourned at 8:30 p.m.

San Francisco Municipal Railway

MUNI BAYSHORE CORRIDOR RAIL TRANSIT STUDY

SUMMARY REPORT of PUBLIC COMMENTS

(RESPONSES TO APRIL 1993 QUESTIONNAIRE)

by Aileen C. Hernandez Associates
in association with
Wilbur Smith Associates

Bayshore Corridor Rail Transit Study
Responses to Questionnaire
April 1993 Community Meetings

Respondents: Chris Decareau, Babette Drefke, Joan Fanning, Su Fassell, Jim Firth, David Kramer, Dick Millett, Diana Oertel, Virginia Sustarich

1. Do you have any concerns about how the Bayshore transit project will affect this neighborhood?

94124: Concern for service; concern for an efficient system
94107: Not of much use to Hill residents.
94107: Not much help, but obstruction. Relocate MUNI Metro East.
94107: Depending on the route; development will intensify to a greater extent than may be acceptable. Alternative 9 will have least impact.
94107: The Project won't affect Potrero Hill much except at transfer points (16th, Mariposa, 18th, 20th and 22/Penna "Caltrans"). Frequency and reliability are most important. Sixteenth street "dip" an unresolved problem.
94134: No. Third Street is not my daily work (bus) route. I do use Third Street (by car) to reach downtown and friends at 18th/Tennessee, Sansome/Lombard, etc. on weekends.
94134: Sure; ideally the project will affect the Bayshore corridor by reducing air pollution and speeding up transit time in the north/south direction (not only during M-F, 9-5 rush hours). Hopefully, any disruptions/noise caused by construction, etc. will be broken up into "handle-able" segments. The goal, in our view, of the project should be to improve the quality of life in the neighborhoods directly served by the proposed changes: Bayview and Visitacion Valley/Little Hollywood. Both these neighborhoods need both a functional and physical facelift. Wouldn't it be wonderful if this project could serve as a model for other cities looking to renovate their urban working-class neighborhoods? We hope it will. If some of the unemployed folks out here could be given jobs on this project, that would benefit not only those hired, but neighborhood morale/pride in general. In fact, we would support a requirement that a significant percentage of jobs be held for local workers.
94124: I would want assurances that: l) the project will truly meet the transit needs of the neighborhood; 2) construction schedules will be sensitive to the needs of merchants, vehicles, pedestrians, and property owners (for example, will someone be available to direct or re-route Third Street traffic during peak times?; 3) parking needs will be addressed without property being seized to provide parking areas. I am willing to put

up with the inconvenience of constructing a light rail system, as long as the completed project will allow Third Street traffic to keep flowing.

2. In evaluating the various alternatives, which of the study goals are most important to you (reducing travel time, low cost for constructing the system, improving economic opportunities enhancing the environment, etc.)?

94124: Improving economic viability; enhanced environment
94107: Reducing travel time and transfer time as well as low cost to San Francisco residents.
94107: All
94107: Frequency, reliability. I prefer "low-riders;" maybe someday make connection with Market Street, Embarcadero - all as low-floor; service to Candlestick and Industrial Park; clean up MUNI!
94134: Reducing travel time and integration with other MUNI systems in place/planned.
94134: Lower cost and quicker time frame.
94124: Improve transit service to, from and within the corridor.

3. What are your primary travel destinations? Do you now use public transit? Would you use a rail system for your travel?

94124: Chinatown/North Beach
94107: Downtown, Geary. Use public transit and would use rail if it were available in our area.
94107: City Hall. Use public transit, but probably wouldn't use a rail system.
94107: Civic Center, Union Square
94107: Yes; would use rail to Financial District and Union Square. Use #9 now. Drive to the Avenues.
94134: San Bruno and Wilde to llth and Market. Yes, every weekday, to and from work. No there is no easy connection from San Bruno/Wilde to Third Street and I would still double back to City Hall.
94134: I ride MUNI 5 days a week to and from work, often on my lunch hour, and on weekends less often, but I do take MUNI to go shopping, etc. I live in Little Hollywood and work on Russian Hill near Columbus. Currently, I take the 15, 9AX or 9BX (whichever comes first) and transfer to the 30 at Folsom or Washington Square if the timing Washington Square to Columbus and Jones (SF Art Institute) where I work. Any variation takes about the same amount of time - anywhere from 50 minutes to one hour and l0-20 minutes. Factors causing frequent delays are 101 freeway back-up (though to the drivers' credit, they often choose faster alternatives if available); congestion on Third Street; and recent

reductions in frequency of service, which I notice most on the AM northbound #30 line. I go to Visitacion Valley area, San Bruno Avenue, Stonestown, downtown shopping areas near Union Square, the UCSF/Inner Sunset area, the Farmers' Market on Alemany and other neighborhoods less frequently. I feel strongly that connection to streetcar lines at Geneva/Ocean Avenue station, as part of a phased plan, makes sense. Easy access for southeast area folks to City College and points west/northwest should be a priority, in addition to north/south service to/from the Financial District.

94124: Travel destinations: Market Street (= access to City Hall, Union Square, Financial District via transfer to MUNI underground.) I would definitely use a rail system - more "user friendly," quiet-running, and smooth in contrast with MUNI coaches.

4. Which of the proposed alternatives do you prefer? Why?

94124: LRV for cleanliness, but not at expense of businesses; otherwise no LRV if loss of more than a third of parking spaces.

94107: No 1, 2, 3, 6, 8

94107: 9

94107: NO on 1,2,6,7,8,3. YES on 4 + Geneva and 5 + Geneva; #9 ??

94134: Alternative #4 and Alternative #9 - best route (my weekend car route); lowest cost compared to Alternative #7); best economic opportunities for Third Street (compared to Alternative #7).

94134: Alternative #4 is our preferred alternative. It cuts air pollution (a bad problem, especially along Third Street, Bayshore - the diesel exhaust is so severe, it stains your clothes!) and links to existing MUNI streetcar lines/tracks and could eventually connect in a southside loop with the J, K, M streetcar lines. I like the idea of a dedicated streetcar lane, because Candlestick traffic causes SERIOUS (over 40 minutes for me the night I was coming to the Vis Valley meeting on this project) DELAYS in 15 service for neighborhood residents (and visitors who are there for reasons other than Candlestick events). I'd like to see later phases develop the link up Geneva, and some kind of effective Candlestick event service (not necessarily a streetcar spur - it's not in regular use, so that doesn't make sense to me - how about higher fare ballpark express service (like now but more of it) with direct links to Caltrain (Bayshore Station) and BART and Transbay Terminal, in addition to SF neighborhoods - ?) S.E. area residents need to be able to get in/out via Third

Street and Bayshore streets. Also I agree with that feisty old guy's comments about air quality problems due to 'Stick traffic. Maybe the new owners of the Giants can help finance some of this project.

94124: I prefer Alternative #4 (light rail) because: more comfortable than buses; dedicated lane for LRV would increase reliability; connects to Market Street/possibly Embarcadero; environmentally "friendly" -- no diesel fumes

5. Do you have any other comments?

94124: How will this study affect service on #19 or #54 which service my community (Morgan Heights)?

94107: Transfers are a necessity for Hill Residents--not many cross city runs available to us. Would like to see the 53 line go to 16th and Mission 7 days a week. It would save us a lot of time.

94107: Do not narrow 16th; do not underground 16th.

94107: Move Metro East facility

94134: I personally prefer alternatives which take the Embarcadero route because it is scenic (follows the waterfront) but this route is not the best people-moving route. I also prefer cross-city connections, which eliminates Alternative #8. I prefer light rail (low) vs. MUNI (high) platform access. The three-foot platform seems too dangerous and blocks a lane of traffic. Only Alternative #2 and Alternative #3 provide access from the S.F. floor of Visitacion Valley to Third Street. All the new routes, Bayshore to Geneva, give Daly City access to Balboa Park. My basic problem with all of these alternatives is none improve my commute (upper Visitacion Valley) to City Hall. Most do not revitalize Visitacion Valley (which does not seem to be a goal of this project). The alternative chosen should "do the most good for the most people" (slogan from Neighborhood Emergency Response Teams) at the lowest, reasonably priced solution and it should be electrically powered. I vote for Alternative #9

94107: MUNI realities seem to be concentrated in Potrero Hill without serving us. Relocate proposed (l6th Street-Samtrans) MUNI Metro East facility. Try India Basin or Bayview. Do the cars have to be ugly? Our buses sure are. Reliability. Transfer time too long. Security. Include service to Candlestick Park and the Industrial Park. Don't narrow Sixteenth Street. Metro East (9 acres) too small already. Project B money can only get project to Gilman.

94134: I'd like to see I5 Limited service beginning immediately! Most rush hour Vis Valley/Bayview resident riders would benefit from this. How about trying to take every third bus on the 15 line and make it a limited? I think that would be a very cost-effective improvement. Also, it would give us the "immediate action" everyone is clamoring for...a start anyway. I'd also like to see electrification of the 9 line.

94124: Public outreach. For the next round of public meetings, I suggest a SATURATION MAILING of the 94124 zip code. The notices should explain what has changed since January and why it's important to keep coming to meetings. Secondly, I would like to see more frequent publication of the newsletter (Bayshore Bulletin). Only one edition has been produced during the first five months of 1993. The mailing list you've developed should include local churches, homeowners' associations, Bayview/Hunters Point Democratic Club, Public Library (Anna Waden Branch) Bayview Merchants' Association, New Bayview Committee, Southeast Economic Development Committee (SEED), etc. Newspapers should include the New Bayview and the Independent. The library should have copies of the handouts from prior public meetings and, I hope, the results of this survey! P.S. The diagrams and handouts provided at the last meetings were excellent!

Note: The numbers which precede the comments are the zip codes of the respondents.

SAN FRANCISCO MUNICIPAL RAILWAY
(MUNI)

BAYSHORE CORRIDOR RAIL TRANSIT STUDY

Summaries of Public Comments

Responses to Newsletter
Questionnaire
(July 1993)

"TELL US WHAT YOU THINK"

By Allaan C. Hernandez Associates
in association with
Wilbur Smith Associates

For further information, contact:
Sue Stropes, Project Manager
MUNI Service Planning
949 Presidio Avenue, #204
San Francisco, CA 94115
(415) 923-6100

Summary of responses to questionnaire:
(Tell us what you think!)
(July-August 1993)

Number of questionnaires returned: 22

Received from: Don Bertone, Francis J. Carr, H. Dittmar, Lisa Feldstein, Lee Ella Green, David Hillbrand, Victor & Georgia Hogg, Wilfred Leung, Yee Mee Lai, Wah Sham Lai, Wah Kwan Lai, Dennis Louie, Diana Oertel, Norman Rolfe, Tom Stanley, Joel Tate, Jacob Weisman, Virginia Wiley, Samson Wong, Perry S. Wood, Vanessa G. Young. Anonymous: 1

1. What is your preference for light rail station spacing along Third Street?
- **a) Stations spaced closer along Third Street and shorter walking distance: 9**
- **b) Stations spaced farther apart, but quicker travel time and fewer parking spaces lost: 11**
- **c) No preference expressed: 2**

Comments

94124: Stations should be no more than three blocks apart. Off-street parking could be planned for every 8-12 blocks apart on side streets (similar to off-street parking off of San Bruno). Besides we want people out of their cars and using public transportation!

94124: Compromise: more frequent stops in business area(s), fewer in outlying areas. For example, there should be at least 2-3 stops between Revere and McKinnon and fewer north of McKinnon. Each stop needs to be carefully thought out.

94110: The stations should be easy for the elderly, the physically challenged, and children to access. Closer spacing enhances this accessibility.

94116: Closer spacing of stations would lead to pedestrian traffic and help revive the 3rd Street corridor as a healthy business strip; if the 22nd Street & Paul Street stations were upgraded and convenient connecting service introduced, commuters could utilize these two stops for express service. (Of course, I'm assuming that CalTrain will eventually be extended downtown).

94109: Would have to be decided on a case by case basis.

94124: Consider elderly and disabled

94124: Personally, I commute to Market Street and BART (to East Bay), so I would want quicker travel time. But this line will also be used by local shopping traffic and would benefit by closer stations. Most stations could utilize wide parts of Third (i.e., at Newhall and Jerrold; Mendell and Oakdale; Lane and Williams, etc.) to minimize amount of lost parking spaces.

94107: Spaced irregularly to fit the passengers' traffic pattern.

94124: Buses do come along Third Street, but are very slow. Although the present bus stops are some distance from my house, it's really not that far to walk. (Translation)

94107: The further apart the station stops are, the more dangerous for the transit users. People are afraid to be out on the streets either waiting at a stop or walking to a stop.

94122: Alternative 10 only. I recommend stops at (south of Mission Creek, 3rd Street only): 16th and 3rd; 22nd and 3rd, Army and 3rd; Evans and 3rd; Palou and 3rd; Van Dyke/Williams and 3rd; Paul/Gilman and 3rd; on 3rd, between Visitacion and Sunnydale; eventually continuing on to Geneva to connect with BART at Balboa Park Station.

2. Which would you prefer for the Third Street light rail system?
a) High platform stations with the type of light rail car currently in use by MUNI which would connect to the existing MUNI Metro subway on Market Street: 12
b) Low platform stations, used by newly-designed low-floor cars which would run on surface streets (3rd and 4th) to connect to downtown, since low-floor cars are not compatible with the present MUNI Metro subway system: 8
c) No preference expressed: 2

Comments:

94124: Let's use the most advanced technology! Existing MUNI will soon have to come up to speed in order to meet ADA requirements anyway. Why even consider cars that are outdated and soon to be obsolete.

94124: Low platform alternative doesn't even connect with Market subway. With the abolition of free transfers, this is not a desirable option.

94110: Ideally, system would be like that on Church and other streets. No platforms, passengers enter and exit from/to the street. Uses existing cars; can enter present MUNI Metro subway system.

94116: Low-floor cars are the more efficient way to go. Quicker service due to faster loading. Eventually the entire system will be low-floor cars. This line could eventually be extended out Geary and/or Columbus and for these extensions we should certainly need the faster loading low-floor cars.

94124: Can a plan be utilized which could combine these two options? Can both run on same tracks? That way, high-platform stations could be spaced further apart--with those trains as "express" lines and low-platform stations could be spaced closer together and provide slower, more "local" service.

94107: Transfer at Market Street; should be no problem.

94124: I would like the light rail system to directly connect to MUNI, but I like the low platforms. You can catch MUNI even if there is a low-platform station, but you would have to walk along the street to get to the MUNI metro subway.

94122: Please don't make L.A.'s mistake. Keep it all simple and compatible. Having different systems just increases the cost and makes it more confusing to passengers.

3. Please rank the four Third Street light rail alternatives in order of preference:
Alternative 4: service along Third Street, via 16th Street to MUNI Metro extension/subway
Alternative 5: service along Third Street to Market, on the surface using low-floor vehicles
Alternative 9: service on Third Street as far as Evans, then express via Caltrain tracks to MUNI Metro extension/subway
Alternative 10: service on Third Street to King Street and MUNI Metro extension/subway

	#4	#5	#9	#10
First Choice:	6	9	5	2
Second Choice:	3	1	1	7
Third Choice:	1	2	4	3
Fourth Choice:	2	5	5	0

Comments

94124: Why do all the alternatives (besides 5) swing around to the waterfront? Am I missing something obvious or is the waterfront part of Mission Bay? If the waterfront is a part of Mission Bay, let Mission Bay developers plan their own transportation corridor with MUNI. Let's keep focused on Bayshore/Bayview corridor. Or is accommodating Mission Bay an unspoken/unwritten project goal/objective?

94124: Having MUNI rail merge with 3rd at Evans or Jerrold: bad idea. These intersections are already busy with auto traffic (#9). Alternative #5 means I'd have to get off at Mission--not ideal.

94116: With an eye to the future, #5 is clearly the best alternative. 4 and 10 are just about in a tie for 2nd spot. Neither would be a great disaster but the problems of faster loading would still remain to be addressed at some future time. #10 certainly doesn't have much to recommend it. For example, it doesn't even run on 3rd Street north of Evans. Also, the Caltrain line might get quite busy in the near future--increased numbers of commuter trains and frequent high speed trains from Southern California.

94124: Security remains #1 concern. Reliability more important than quicker travel time since you can allow for travel time if you can rely on arrival time.

94124: #5 could connect to a Geary corridor low-platform line at Third and Market, and provide service to Moscone and Yerba Buena centers. #9 could be "express" line, connecting with Market Street subway and intersecting with #5 at King and Third. Both lines could utilize some tracks (but separate stations) south of Evans, on Third Street.

94122: I like Alterenative 10 most because it's simple and direct!

4. **Additional comments on any other issue:**

94124: Alternative #8 would only serve those who have jobs downtown and bypass neighborhood entirely. Bad. If the #15 coach is discontinued, will there be any bus other than 30 Stockton going into North Beach? What about having a "true turnaround loop" as mentioned by one of the meeting attendees?

94110: Thanks for running the J Church out to Balboa! Please continue this service even after the 19th avenue construction is completed to ensure that once the Bayshore transit is completed, it will actually run. Money can generally be found for construction--operating money is at least as crucial.

94116: I believe you must plan for the future--not just arrive at a neat, less costly solution which will not stand the test of time. For example, there most certainly will be a light rail line out Geary (a study will soon begin), and perhaps Columbus Avenue too. We should begin to determine how what we do now will fit with what we will have to do in the near future.

94124: Why pay more money for less service?

94108: Please have a Geary subway as soon as possible! Now motor coaches are not effective all day, especially weekday rush hours!

94124: Overall, whichever option is cheapest and can be up and running at earliest possible time would be most practical option, especially if it provides ability to adapt to future developments and needs. Bayview community needs transit improvements ASAP with minimal disruption during installation.

94122: Just build it before I die! And don't go to Candlestick, because that monstrosity won't be around in ten years!

Note: Numbers which appear in front of comments are zip codes of the respondent.

San Francisco Municipal Railway

BAYSHORE CORRIDOR RAIL TRANSIT STUDY

SUMMARY REPORT:

Community Meetings/
Public Participation
August 1993

By:
Aileen C.Hernandez Associates
in association with
Wilbur Smith Associates

Highlights of Community Meetings

Visitacion Valley: August 10

Potrero Hill: August 11

Bayview/Hunters' Point: Auust 17

Visitacion Valley Community Meeting
August 10, 1993

Attendance:

Len Appiano, Don Bertone, Martin Choate, Henry Choy, Beatriz Foronda, Lai Wah Hung, Norman & Harriet Ishimoto, Choi Jew, E. Ng Lam, Eileen Lam, Bucky Lee, Sam Lim Lee, William Neilson, Amy Shin. Judy Shu, Jack Tom, Sandra Tom, Marlene Tran, Christine Wong, Chui King Wong, Josie Wong, Sit Ting Woo

The main concerns raised by those in attendance were:

- Safety at the bus stops and on the buses
- Economic development opportunities for the Leland Avenue District
- More frequent transit service into the area
- Interest in the TSM modifications that could be implemented quickly to improve service
- Problems for elderly if stations are spaced far apart
- Possibility of parking structures at outer limits of project, so that people could drive to parking and ride transit to downtown?
- Lack of direct service to points of destination and the expense of making connections when the transfers are eliminated

Many of those in attendance were Chinese-speaking and translations were provided by Marlene Tran during the presentations by the team and during the question period.

Several people indicated that they had not been surveyed during the February survey period, and that Chinese language survey forms were not made available to them.

It was agreed that the team would send copies of the Chinese language survey, and translations of the "Tell Us What You Think" questionnaire and the newsletter to all the people who signed in for the meeting.

There was also a request for a presentation to the Chinese community in Visitacion Valley during one of their regular meetings.

Potrero Hill Community Meeting
Wednesday, August 11, 1993

Attendance:

Douglas Atkins, Joe Boss, Janet Carpinelli, John Coll, Babette Drefke, Gene Dymek, Jim Firth, Norm and Harriet Ishimoto, David Kaye, Enola Maxwell, Kent Moore, Ben Peose, Philip Ragozzino, Shelley Salieri, John Slobodin

Highlights of Issues/Concerns

- Project has little to offer the Potrero Hill community
- Alternative site for the rail yard: is City seeking other possibilities
- Increased transit cost for residents because of decision to eliminate transfers
- Sources of money for the economic development proposed for Third Street?
- Alternatives seem to be catering to needs of Mission Bay rather than existing communities
- Low-floor cars more advanced technology: better than going with soon-to-be obsolete high platforms?
- Need to combine TSM with the rail alternatives: existing service should be improved
- Loss of parking in retail areas will hurt existing business and make it difficult to attract new businesses intoThird Street area
- Parking loss should not be a concern; emphasis should be on transit
- Important to upgrade system: diesel buses cause both noise and air pollution problems
- Sub-alternative possibilities with close spacing of stations in retail areas and wider spacing in industrial areas?
- Don't overlook the regional implications of the system: connections to Caltrain and BART, as well as MUNI

Bayview/Hunters Point Meeting
August 17, 1993

Attendance:

Lisa Feldstein, Jerry Goldberg, Michael Harris, Henry Holmes, Willie McDowell, Andy Nash, Terry & Diana Oertel, Donna Pittman, Dehnert Queen, Norman Rolfe, Jackie Sachs, Rev. Clarence Shaw, Vanessa G. Young

Highlights of Issues/Concerns

- Study should be of a total system, regional and local, rather than a system that will be locally-funded only. Full EIR/EIS should be done
- A subalternative that should be explored: using 2nd Street, rather than 3rd or 4th
- Low-floor cars seem to be a better solution to ADA requirements
- Timing on decision to seek or not seek federal funding?
- Will recommended alternatives require a change in the City's Master Plan?
- Landscaping crucial to improving the looks of 3rd Street, with or without light rail: source of funding for this?
- City should make the commitment on seeking federal funds; decision should not be left to community
- Clarification of what present cost estimates include, e.g. landscaping and other amenities
- Special meeting with Bayview Merchants needed to get business input on various alternatives and their impacts on commercial entities during and after construction
- Left turns in area: restricted by light rail?
- Traffic impacts of various alternatives with Candlestick events
- Connection between Geary Corridor study and Bayshore Study: allocation of resources?
- Poor attendance of African American community at meetings
- Communication between Bayview rep on Transit Advisory Committee and the Bayview community: perception that he is their link to the study and the community is not being kept informed of progress on a regular basis

SF Municipal Railway. Bayshore Transit Study.

Notice of

COMMUNITY MEETING
on the
MUNI BAYSHORE RAIL TRANSIT STUDY

WEDNESDAY
OCTOBER 13, 1993
7:00 p.m. - 9:30 p.m.
at the
Southeast Community Facility
1800 Oakdale Avenue (at Phelps)

注意：如果你是華語人士，請參看背頁有關特別會議的資料。十月十三日的會議，沒有中文翻譯。

You are urged to attend this important meeting with MUNI Service Planning staff and the consultant team which, for the past nine months, has been evaluating a number of alternative approaches to improving the transit options in the Bayshore Corridor. The study is in its final stages and a report with recommendations will soon be made to the San Francisco Public Utilities Commission and the San Francisco County Transportation Authority which is funding the project with money generated by the half-cent sales tax approved by San Francisco voters in 1989.

In addition to identifying the alternatives which best meet the goals and objectives of the study, the consultant team, headed by Wilbur Smith Associates, has estimated the cost of each, evaluated what can be accomplished within the local funds available and researched additional funding sources and companion activities that can enhance economic development in the Corridor. This meeting is the last scheduled opportunity for the public to comment on the proposed recommendations before the report is submitted to City officials for review and approval.

Your input is important! Come to the meeting!

(Si necesita intérprete, llame con 72 horas de anticipación al 554-7114.)

MUNI Service to Southeast Community Facility: Lines 15, 23, 24, 44, or 54 (All except 24 are accessible to the disabled. Parking facilities are also available for persons with disabilities.) The meeting facility is fully accessible.

Additional information for those with disabilities.
An American Sign Language interpreter, a sound enhancement system, a reader or meeting materials in alternative formats can be made available at the meeting by notifying MUNI staff at 923-6100 (TTY 923-6366) at least 72 hours in advance.

Individuals with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities should call the ACCESSIBILITY HOT LINE (554-8925) to discuss meeting accessibility. Attendees at public meetings are reminded that other attendees may be sensitive to various chemical-based products: please help the City accommodate these people.

中文特別會議
有關
Muni 公車 Bayshore 輕便鐵路研究

日期: 1993年10月15日星期五
時間: 下午七時至九時
地點: Visitacion Valley 社區中心
66 Raymond Avenue

請出席聆聽有關公車行走 Potrero Hill, Bayview-Hunters Point 及 Visitacion Valley 社區的研究最後建議報告。

爲方便 Bayshore Corridor 社區對此有興趣的華語人士，我們將於十月十五日的會議上備有翻譯傳譯。會議討論的項目，與十月十三日在東南區社區會議上討論的相同。如果你想與研究小組有所交流，討論你對改善 Bayshore Corridor 的交通建議，而你又想用中文發言，請出席十月十五日的會議。

十月十三日的會議，將沒有中文翻譯。請打電話984-1453。

可乘搭 9,15 或 56號公車前往。

出席人士，請勿搽抹香水或香氣化妝品，以便那些對此有敏感反應的人士可以參加。如需英語手語翻譯、擴音系統、或讀出器，請於會議前七十二小時通知公車職員984-1453 [失聰人士專線電話: 923-6366]。

NEWSLETTERS

如需於一月二十五日的會議提供翻譯服務，請於每次會議前七十二小時來電984-1453要求。

Para pedir que haya servicio de traducción disponible en nuestra reunión comunitaria del 25 de enero, favor llamar al 554-7114 cuando menos 72 horas antes de la reunión.

Kung nais ninyong malaman ang paksa nang ating pagpupulungan sa Enero 25, 1993, mangyari laman tawagan ang Tel. No. 673-6864 (9AM-5PM, Lunes-Viernes) tallong araw bago magpulong.

MUNI Service Planning
Room 204, 949 Presidio
San Francisco, CA 94115

MUNI BAYSHORE BULLETIN
A Study of Rail Transit in the Bayshore Corridor
POTRERO HILL • BAYVIEW/HUNTERS POINT • VISITACION VALLEY • LITTLE HOLLYWOOD
January 1993 Issue No. 1

JANUARY 25 MEETING KICKS OFF BAYSHORE TRANSIT STUDY

The public is invited to participate in the first of several community meetings to be held as part of a ear-long Bayshore Corridor transit study commissioned by the San Francisco Municipal Railway. The meeting, scheduled for Monday, January 25, 1993 from 6:00 – 8:00 p.m. will be held at the Southeast Community acility, 1800 Oakdale Avenue in the Bayview section of the City.

Sue Stropes, MUNI Project Manager for the study, has indicated that the meeting will focus on the goals d objectives of the study and on a series of transportation alternatives which have been preliminarily identi-ed for evaluation. She stresses the importance of community participation at this early stage of the study.

A team of consultants, headed by Wilbur Smith Associates, was awarded the contract to develop and valuate alternative approaches to improving MUNI transit service to the southeast section of the City

(continued on page 4)

THE HISTORICAL CONTEXT: Why now?

The Bayshore Corridor has been commonly recognized as lacking the intensive level of transit service available in other sections of the City. Several studies exploring the possibility of rail transit service in the corridor have been completed in past years, with a view towards remedying the deficiency.

In 1989, the voters passed Proposition B, levying a ½ cent sales tax in San Francisco to generate funds for transportation projects.

The Transportation Expenditure Plan adopted in July 1989 by the Board of Supervisors, sitting as the San Francisco County Transportation Authority, included $10 million for planning and engineering studies and $190 million for construction in four major corridors.

Improvements to the Third Street/Bayshore and Geary Corridors are designated as "Priority One," with city-wide support for giving these areas immediate attention.

The present study is the first phase of a multi-phase project to plan and implement major public transportation improvements in the Bayshore corridor. Subsequent phases will include engineering, environmental impact analysis, and construction of the preferred alternative.

MULTI-DIMENSIONAL TEAM SELECTED FOR STUDY

After reviewing the submissions of a number of consulting firms, MUNI selected a team headed by Wilbur Smith Associates. WSA, a nationally respected transportation and transit planning firm, has worked with MUNI on other planning studies in the past.

Richard Tilles, a transportation planner, with degrees in civil engineering and urban planning, is WSA's Project Manager for the study. The team includes:

- **LTK Engineering:** Transit technology and engineering
- **Stevens & Associates:** Urban design
- **Sedway and Associates:** Economic development
- **Environmental Science Associates:** Environmental analysis
- **Dowling Associates:** Travel demand forecasting
- **Aileen C. Hernandez Associates:** Community liaison

In addition to working directly under the supervision of MUNI Service Planning's Sue Stropes, the WSA team will interact with a Technical Advisory Committee

(continued on page 4)

Bayshore Transit Study Community Meeting

MONDAY, JANUARY 25

6:00 – 8:00 p.m.

(Room opens at 5:30 p.m. Meeting starts promptly at 6:00 p.m.)

at the

Southeast Community Facility

1800 Oakdale Avenue, San Francisco

Handicapped Accessible

Transit Accessible: MUNI #15, #23, #24, #44, #54

ATTENTION!

To attend our meeting, do you need help with:

- **Translation?**
- **Sound Enhancement?**
- **Handicapped Services?**

If so, please call MUNI at 923-6100

PUBLIC REACTION TO PRELIMINARY ALTERNATIVES SOUGHT

As the study gets underway, the consultant team is reviewing nine alternatives identified by MUNI for evaluation during the Project. They address three alignments for improved MUNI-operated services: along Third Street, on Bayshore Boulevard and on the Caltrain/Southern Pacific right-of-way.

Alternative 1: *Do nothing*. All current services in the corridor unchanged.

Alternative 2: *TSM*. Low-cost option, with transportation systems management (TSM) changes and improved bus and commuter rail frequencies.

Alternative 3: *Third Street Trolley Coach*. with conversion of #15 MUNI service from diesel coach to trolley coach.

Alternative 4: *Third Street MUNI Metro*. Light rail Metro extension along Third Street, operating from MUNI Metro Mission Bay extension near Sixteenth and Seventh Street, connecting to Third Street and extending south.

Alternative 5: *Third Street Light Rail*. Light rail along Third Street, operating independently of the MUNI Metro system, and using new "low-floor" rail vehicles that do not require lifts or high platforms along the street for handicapped access.

Alternative 6: *Bayshore Trolley Coach*. Converts the #9 San Bruno/Bayshore MUNI service from diesel to trolley coach.

Alternative 7: *MUNI Metro on Caltrain Right-of-Way*. MUNI-operated light rail along the Caltrain right-of-way, from the Mission Bay MUNI Metro extension south along the railroad right-of-way, with local stops at half-mile to one-mile spacing.

Alternative 8: *MUNI Rapid Transit*. MUNI-operated rail along the Caltrain right-of way, supplementing a parallel regional rail system on the same or adjacent trackage, but with electrical multiple unit rail cars, and sharing a San Francisco Terminal with Caltrain.

Alternative 9: *MUNI Metro "Hybrid."* A combination of Alternatives 4 and 7, with light rail running from the Mission Bay MUNI Metro Extension along the Caltrain right-of-way, north of Islais Creek, then turning east and running south along Third Street.

The alternatives described are not the only possibilities; others may surface during the study and public input will be important in identifying additional alternatives or variations on those already being considered.

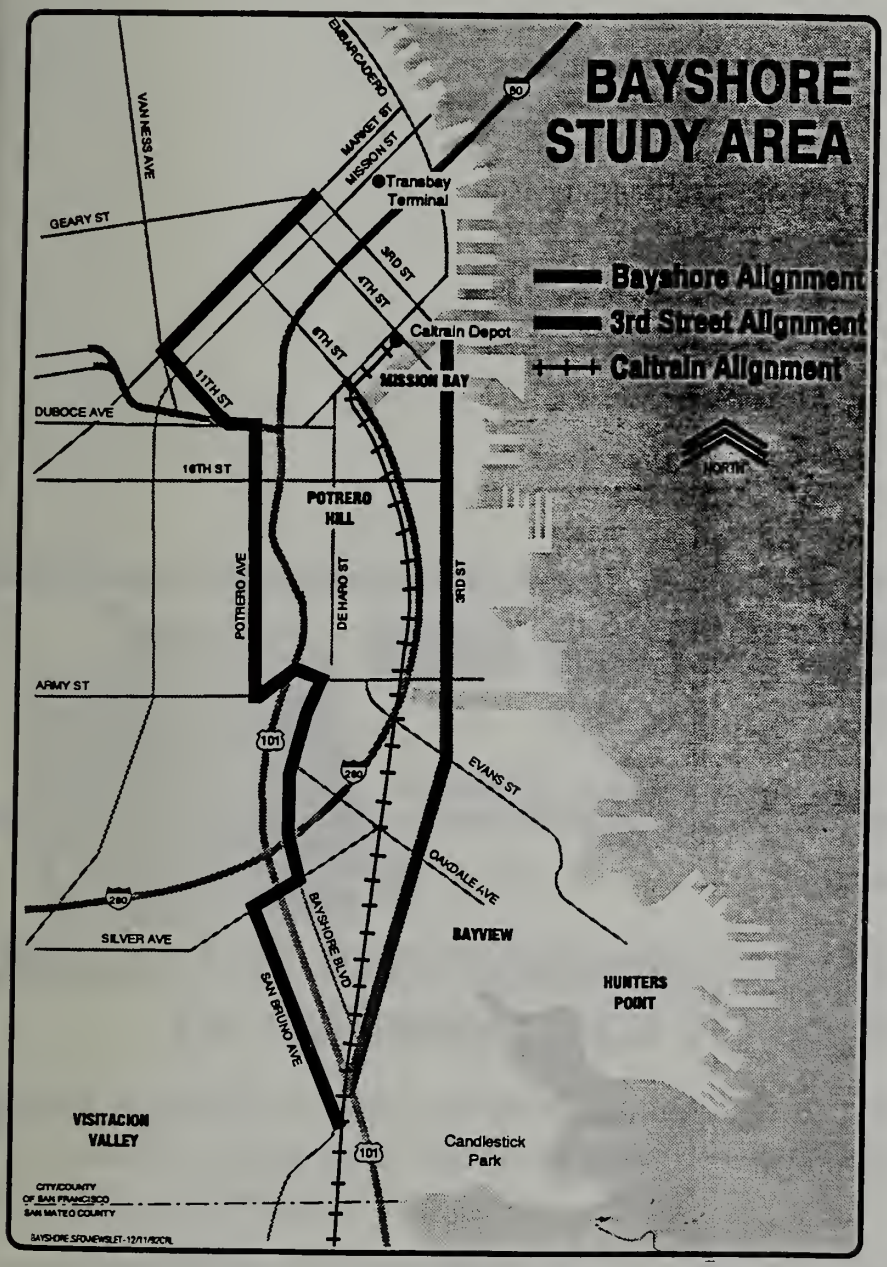
ADDITIONAL OPPORTUNITIES FOR PUBLIC PARTICIPATION IN TRANSIT STUDY

The Bayshore Transit Study team has planned a series of community meetings over the next twelve months to give the public opportunities to influence the direction of the study. The kick-off meeting on January 25 has targeted the general community. In March, three neighborhood meetings will be held – in Bayview/Hunters Point, Potrero Hill and Visitacion Valley. As the study progresses and draft recommendations are available, a second series of neighborhood meetings will be scheduled in late Summer to solicit comments from the corridor communities. A general community meeting is planned for Fall 1993, when a draft of the final report of the consultant team will be available. Upon request, team members will attend meetings of community organizations interested in the study.

In addition to the meetings planned, the Project team will keep the community informed about progress through this newsletter, the **Bayshore Bulletin**. Written comments are welcome and should be addressed to: Sue Stropes, Project Manager, Bayshore Transit Study, 949 Presidio, San Francisco, CA 94115.

THE BAYSHORE STUDY AREA: Where it is

The **Bayshore Corridor** is the major north-south travel route through the southeastern section of the City, from the central business district to the county line. It is bounded on the east by San Francisco Bay, on the north by the edge of the downtown area, on the south by the San Francisco/San Mateo county line and on the west by the James Lick Freeway (Highway 101) with a slight extension west of the freeway to include Visitacion Valley.



Meeting Kicks Off Study

(continued from page 1)

known as the Bayshore. The area targeted for enhanced service includes parts of Potrero Hill, Bayview/Hunters Point, Little Hollywood and Visitacion Valley. Economic revitalization of the area, through improved transportation, is a major consideration in the study. MUNI and the consultant team will work closely with a number of City agencies, including the Mayor's Office of Economic Development and Planning and the San Francisco Redevelopment Agency, to stimulate economic opportunities in an area of the City which has been plagued with high unemployment.

The meeting room will be open at 5:30 p.m. and the meeting will begin promptly at 6:00 p.m.

Team Selected

(continued from page 2)

composed of Stropes and representatives from: MUNI Transportation, PUC Finance, PUC Utilities Engineering Bureau, the SF County Transportation Authority, City Planning, Parking and Traffic, SF Redevelopment Agency, Port of San Francisco, the Mayor's Office, the Joint Powers Board, and the Metropolitan Transportation Commission. A member of the Citizens' Advisory Committee to the County Transportation Authority also serves on the TAC.

WANT PROJECT INFORMATION?

Call MUNI:
(415) 923-6100

***Bayshore Bulletin* is produced and edited by Aileen C. Hernandez Associates**

MUNI Service Planning
949 Presidio, Room 204
San Francisco, CA 94115

MUNI BAYSHORE BULLETIN
A Study of Rail Transit in the Bayshore Corridor
POTRERO HILL • BAYVIEW/HUNTERS POINT • VISITACION VALLEY • LITTLE HOLLYWOOD
July 1993 Aileen C. Hernandez, Editor Issue Number 2

CONSULTANT RECOMMENDATIONS REDUCE NUMBER OF ALTERNATIVES TO BE ANALYZED

Initial screening by the consultant has resulted in a recommendation to drop two alternatives, obtain more data on another and add a new alternative to the rail transit options under consideration.

The recommendation to drop Alternative 6, which proposed conversion of the #9 San Bruno/Bayshore line from diesel to trolley coach, was based on the premise that this service option should be part of MUNI's overall planning strategy, rather than a focus of the corridor study. Alternative 7, which proposed MUNI-operated light rail on the Caltrain right-of-way,

(continued on page 2)

Consultant Recommendations Reduce Number of Alternatives
(continued from page one)

was recommended for deletion because of the prohibitive construction costs, the long construction time and the fact that the option did not serve current Third Street commercial areas or waterfront businesses as well as other alternatives.

ALTERNATIVE COMPARISONS — STAGE 1 SCREENING
BAYSHORE TRANSIT STUDY

Alternatives	One-Way Travel Time (in minutes)	Est. Capital Costs (millions of 1993 $$) vehicle costs in ()*
Alt. #1: Do Nothing	Market to Gilman: 23	Not Applicable
Alt. #2: TSM	Market to Gilman: 23	To Be Determined
Alt. #3: 3rd St. Trolley Coach	Market to Gilman: 23	$30 – 35 (20)
	Market to Bayshore: 29	$40 – 50 (30)
Alt. #4: 3rd St. MUNI Metro	Market to Gilman: 23	$125 – 145 (55)
	Market to Bayshore: 28	$165 – 190 (65)
Alt. #5: 3rd St. LRT (Low Floor)	Market to Gilman: 22	$145 – 170 (60)
	Market to Bayshore: 27	$185 – 215 (70)
Alt. #6: Bayshore Trolley Coach	Not Calculated	Not Calculated
Alt. #7: MUNI Metro on PCS to Bayshore	Market to Paul: 19 Market to Bayshore: 22	$175 – 205 (50) $260 – 305 (55)
Alt. #8: MUNI Rapid Transit	Market to Bayshore: 17	$70 – 80 (30)
Alt. #9: MUNI Metro Hybrid	Market to Gilman: 21	$145 – 185 (55)
	Market to Bayshore: 26	$180 – 225 (60)

* Note: vehicle costs included in capital costs

As of now, the following alternatives are still being analyzed in the Bayshore Corridor Rail Transit Study:

- Alternative 1: Do nothing; all current services in the corridor unchanged,
- Alternative 2: TSM; low cost option with transportation systems management (TSM) changes and improved bus and commuter rail frequencies.
- Alternative 3: Third Street Trolley Coach, with conversion of #15 MUNI service from diesel coach to trolley coach
- Alternative 4: Third Street MUNI Metro
- Alternative 5: Third Street Alternative Light Rail
- Alternative 8: MUNI Rapid Transit, described below
- Alternative 9: MUNI Metro "Hybrid"
- Alternative 10: New light rail alternative suggested by Supervisor Bill Maher

Light rail alternatives 4, 5, 9, and 10 are discussed in more detail on page 7.

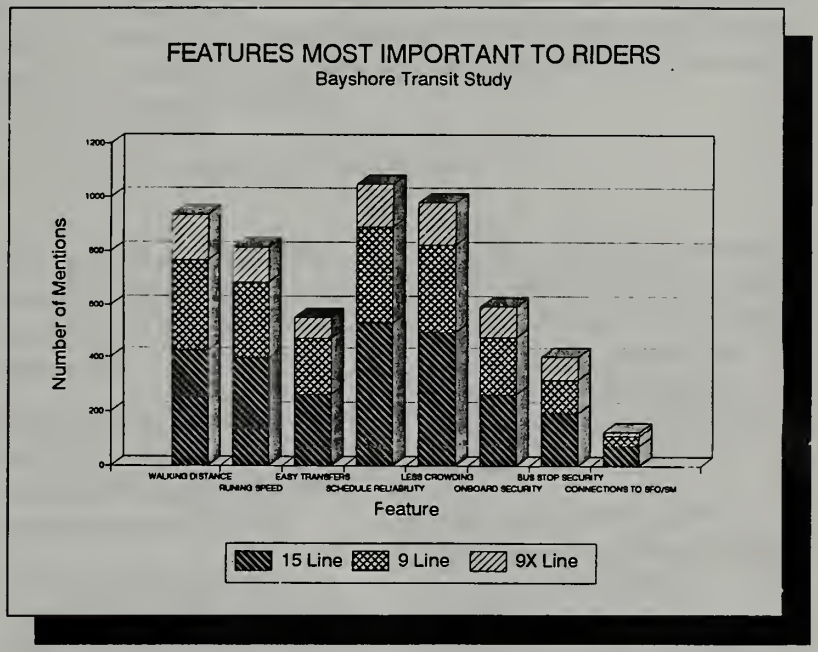
Another light rail option, Alternative 8, MUNI Rapid Transit, is still being analyzed in the study. MUNI would operate an electrified rail car, compatible with Caltrain cars and running along the Caltrain tracks within the City. The service would operate more frequently than current Caltrain service and have more stops within the City. To be financially feasible, the service needs to be "piggybacked" on to a Caltrain system that is electrified and extended further into downtown. A study of a Caltrain extension into downtown (outside the scope of the Bayshore Corridor study) is expected to begin in the Fall.

In Working Paper #3, the study team reviewed each of the alternatives for community preferences, capital costs, travel times, physical constraints and what were identified as "fatal flaws." The figure at left shows the travel time and capital costs comparisons for the alternatives still under consideration. Alternative 10, the new option which has not yet been analyzed, is not included. ■

NOTE: Copies of the various Working Papers referred to in the newsletter are available for review at MUNI Service Planning, 949 Presidio #204, San Francisco, CA 94115.

RIDERS IDENTIFY TRANSIT CONCERNS:
Reliability, Comfort, Proximity, Security Top List

More than 1300 MUNI users participated in the ridership survey conducted by the study team on the #15, #9, and #9X (express) buses in late February. Results confirmed that schedule reliability, less crowding, short walking distances and security (on board and at bus stops) dominated rider concerns. Sixty-five per cent (65%) of respondents used transit to get to and from work; the remainder took advantage of public transit for getting to school, shopping, medical or dental appointments, and recreation.



Three-quarters (75%) of those surveyed walk to and from their MUNI stop, a distance (for most) of less than two blocks. The fast pass is the overwhelming "fare of choice" for respondents.

More than ¾ were over the age of 25, with the 25-to-44-year-olds accounting for more than half the respondents. So, it's just your imagination that teenagers pack the MUNI, or maybe they just don't respond to surveys! ■

MARK YOUR CALENDAR NOW!

NEIGHBORHOOD MEETINGS SCHEDULED FOR AUGUST 10 • AUGUST 11 • AUGUST 17

A new round of neighborhood meetings has been set for early August to report progress on the study and to solicit public comment. Plan to attend one of these sessions.

Time for all meetings: 7:00 p.m. – 9:30 p.m. ■ All meeting locations are disabled accessible.

Visitacion Valley
Tuesday, August 10
Visitacion Valley Community Center
66 Raymond Avenue
(off Bayshore)
MUNI Service: #15, 23, 24, 44, 54
(All, except #24, are disabled accessible)

Potrero Hill
Wednesday, August 11
Potrero Hill Neighborhood House
953 DeHaro Street
MUNI Service: #19, 48, 53
(All, except #19, are disabled accessible)

Bayview/Hunters Point
Tuesday, August 17
Southeast Community Facility
1800 Oakdale Avenue
(at Phelps)
MUNI Service: #9, 15, 56
(All are disabled accessible)



To request language interpretation services, call (at least 72 hours in advance) one of the following numbers: For Chinese, 984-1453; for Spanish, 554-7114; for Tagalog, 673-6864.

An American sign language interpreter, a sound enhancement system or a reader can be made available at the meeting by notifying MUNI staff of your needs at least 72 hours in advance of the meeting at 923-6100 (TTY 923-6366). Those who attend the meeting are requested to refrain from using perfume, shaving lotion or other scented products so that those with environmental illnesses may also participate.

SPEAKING OUT! Public Comments on Bayshore Rail Transit Study

April not only brought rain showers to the City, but showers of ideas from participants in the series of meetings held by the study team in the Bayview Hunters Point (April 12), Potrero Hill (April 15) and Visitacion Valley (April 29) neighborhoods. Those meetings were neighborhood follow-ups to the kick-off meeting on January 25 at which the Bayshore Corridor Rail Transit Study team presented the goals, objectives and potential alternatives which had been identified for review and analysis during this year-long study undertaken by the San Francisco Municipal Railway (MUNI).

Participants spoke up on a number of issues. Here's a sample of the comments:

- ☞ Anything less than full attention to a Third Street light rail system is a "sell-out" of people in the community.
- ☞ Hunters Point is a disastrous hazardous waste area; light rail vehicles will reduce the number of fuel-burning vehicles which add to the pollution problems of the area.
- ☞ Retail businesses will not be served well by light rail construction; a lot of parking (crucial to businesses) will be wiped out to make room for the tracks and stations.
- ☞ Since the earthquake, Third Street has become a "101 Highway" with trucks using the street as an alternative to the 280/101 freeways damaged by the quake.
- ☞ Support light rail for Third Street, but Prop. B identified both Geary Street Corridor and Bayshore Corridor as #1 City priorities for transit. Geary needs attention, too.
- ☞ Get going! The project should be in the engineering phase by now, not still studying what should be done. Light rail is clearly the community's preference.
- ☞ Merchants in Visitacion Valley need revitalization of Leland Avenue; the system should be extended out to Geneva.
- ☞ The City has a "hidden agenda" to improve Caltrain, which serves commuters, at the expense of the Third Street light rail project which would serve residents.
- ☞ Light rail will not necessarily be faster. As Mission Bay builds out, traffic demand will increase and slow down the system.
- ☞ Light rail alone will not revitalize Third Street ; the City needs to commit to a plan for bringing viable businesses into the area. Transit is only one part of the picture.
- ☞ Relocate the Metro East facility and don't narrow or underground 16th Street.
- ☞ If you start laying rail, the businesses will come! Light rail ran through the Bayview in the 1940's and went all the way to Chinatown. All kinds of businesses operated on Third. This could happen again, if the rail project got going!
- ☞ No need to worry about disrupting businesses during construction. WHAT BUSINESSES? Light rail should be constructed and it should be state-of-the-art, using all the new technology.
- ☞ Low-level access platforms are important. The Americans with Disabilities Act requires access at every station; high-level platforms will slow the loading process.
- ☞ The area has been "redlined" and businesses need capital to succeed. Only 7% of the jobs in the area go to residents; this needs to be changed if any revitalization is to occur.
- ☞ Support light rail on Third Street, but not at the expense of parking which is needed for businesses.

The meetings have given people a chance to hear the concerns of their neighbors and to discover common ground for forging solutions. The study team has also received excellent suggestions from participants in the meetings on the viability of some of the proposed alternatives. ■

OPPORTUNITIES AND CONSTRAINTS:
Identifying the Pluses and Minuses

A major task for the study team is to identify the **opportunities** for improved transportation services in the Bayshore Corridor, as well as the **constraints** which limit improvements. For example, in establishing the Bayshore corridor as a #1 priority for transportation improvements, the Board of Supervisors, sitting as the San Francisco Transportation Authority, emphasized the importance of such upgrading to the creation of economic opportunities for the disadvantaged neighborhoods within the corridor.

Therefore, as each of the alternatives is analyzed, the study team will assess how economic development is enhanced or restricted by the proposed route, by the number and location of transit stops, by the impact on parking access, etc. While the constraints identified suggest potential problems in achieving the goal of economic development, they are not necessarily insurmountable barriers. If this goal has a high priority with City officials, creative programs to overcome the perceived constraints would have to accompany the efforts to improve the transportation system.

Similarly, another goal is **to implement the project as soon as possible (Goal #6)**. San Francisco's Proposition B Expenditure Plan Fund sets aside about $190 million for construction of Bayshore and Geary Corridor transit projects (half of which is assumed to be for Bayshore.) This amount will not be enough to fully fund a light rail project all the way to the Bayshore Station. What money is available may be enough to purchase vehicles and build track and overhead to get to Gilman Street. Non-local money, i.e. federal funds, could be sought but would subject the project to a more extensive approval process and more rigorous environmental reviews. This could mean additional delays in getting a Third Street light rail system opened.

How quickly a Bayshore rail system could be implemented is primarily affected by the time frame needed to construct a rail yard and track leading into the facility. The time required for production and delivery of rail cars must also be taken into account.

These are examples of issues which have to be addressed by the study team, as each alternative is analyzed, in order to provide the Supervisors with the information necessary to their reaching an informed decision on a preferred alternative. ■

PUBLIC OPINION SOUGHT BY STUDY TEAM: Various Techniques Used to Involve People

From its inception, the project has encouraged public participation in all aspects of the study.

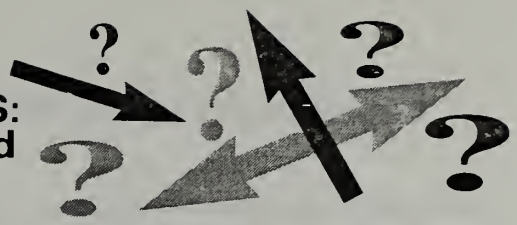
Since the kick-off meeting in January, the Project team has held three neighborhood meetings, arranged a bus tour for representatives of community groups and members of the Advisory Committee to the County Transportation Authority, reviewed written comments from many individuals and organizations, and conducted a ridership survey.

In this issue of the newsletter, we have included a short survey form for your use in sharing your opinions with the study team. Fold and tape the completed survey; add 29 cents postage and return it to the study team no later than August 20.

Plan to attend one of the community meetings scheduled for August. We want your involvement! ■

Community activists tour Bayshore Corridor with Study Team.

UNDERSTANDING THE CRITICAL ISSUES: Trade-offs Involved in Options Considered



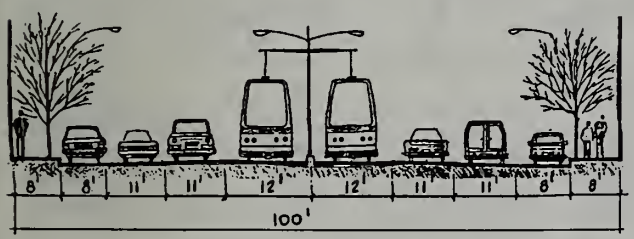
Community support for a light rail system along Third Street in the Bayshore Corridor appears to be very strong at this point in the study. Within the context of light rail, however, many issues have to be addressed and decided. For example, how closely should transit stops be spaced?

How do the requirements of the Americans with Disabilities Act affect a new system? How is parking affected? The following examples illustrate the kinds of questions that must be resolved:

Limited Width of Third Street

In the Bayview/Hunters Point area, Third Street is generally 100 feet wide. Within that space, the light rail right-of-way, traffic lanes, parking, station platforms and sidewalks have to be accommodated.

Figure 1



Schematic drawing of a possible cross-section of Third Street, **without a transit station,** showing the light rail system in an exclusive center right-of-way with parking on both sides.

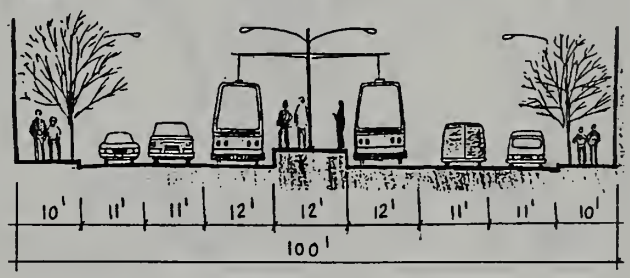
Future traffic, once I-280 is re-opened, would use two, rather than the current three, moving traffic lanes. Light rail transit, in an exclusive right-of-way, which is required to provide reliable service, takes up two lanes. Station platforms, depending on width, require another lane. The remaining space is available for sidewalks and parking.

Two possible street cross-sections are shown in Figures 1 and 2. Figure 1 shows that when light rail runs in an exclusive right of way, parking can be provided on both sides of the street when there are no stations. However, as in Figure 2, in blocks where there are station stops, there is no room for on-street parking. The parking lost on Third Street could be replaced by providing nearby off-street parking.

Spacing of Stops

How closely should transit stops be spaced? Close spacing (every 2-3 blocks, as with bus stops) allows for a shorter walking distance to get to the station. On the other hand, vehicles have to stop more frequently, thus increasing travel time. In addition, the more stops, the more stations required, with the probable loss of more on-street parking.

Figure 2



Schematic drawing of a possible cross-section of Third Street at a station stop, showing the light rail system in an exclusive center right-of-way, with a 12-foot wide loading platform and no parking on either side of the street.

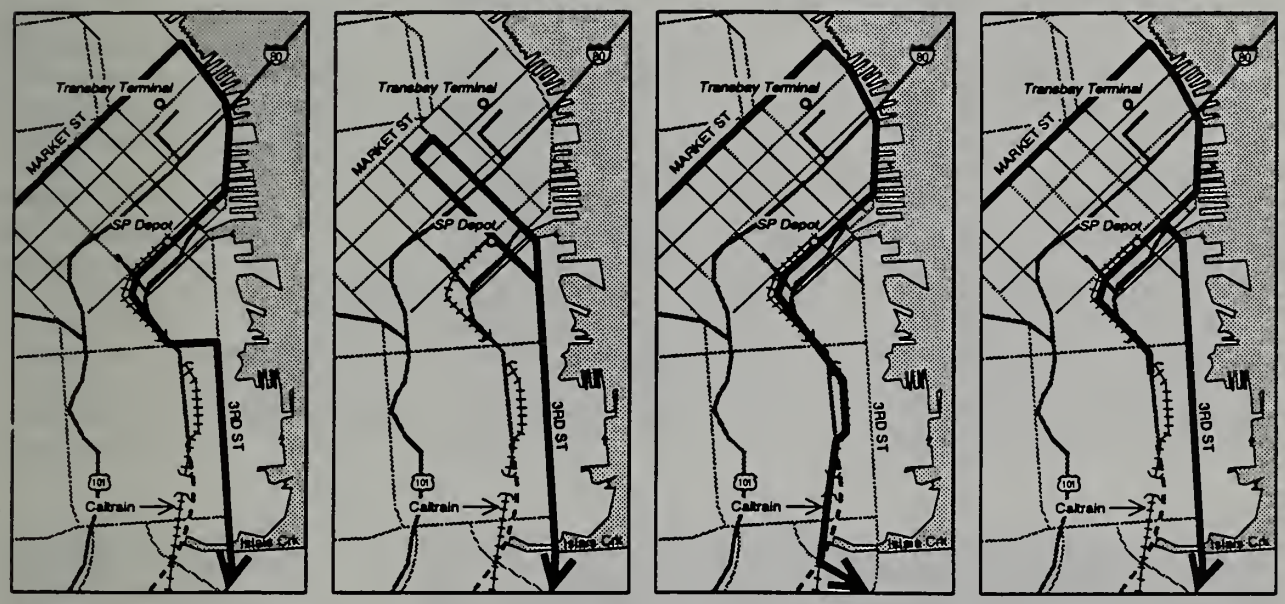
High vs. Low Platforms

The 1990 Americans with Disabilities Act requires that all new transit stations be fully accessible to persons in wheelchairs. To accommodate current MUNI vehicles, high-level (about 3 feet in height) platforms must be provided at all stops. (Such a platform, used in the Market Street subway, is now being constructed for the new MUNI Metro extension along the Embarcadero.) An alternative is for MUNI to purchase new "low-floor" light rail vehicles (such as those used in Europe and planned for the new Portland and Boston transit systems) which would permit street-level, low-platform boarding. Low platforms, less visually obtrusive, fit in better with the overall streetscape. However, low-floor cars cannot now be used in the Market Street subway, so a transit option using these vehicles would have to use surface streets to downtown. ■

THIRD STREET LIGHT RAIL ALTERNATIVES: Four Alignments Under Review for Bayshore Corridor

The light rail alternatives shown in Figure 3 survived the screening process and are being studied in greater detail. They all run on Third Street through the Bayview area, but can be differentiated by: 1) their alignment north of Islais Creek, 2) whether or not they require high platforms, and 3) whether they go into the

continued on page 8



	ALTERNATIVE #4	ALTERNATIVE #5	ALTERNATIVE #9	ALTERNATIVE #10
PLATFORMS	HIGH	LOW	HIGH	HIGH
MARKET ST SUBWAY	YES	NO	YES	YES
MISSION BAY ALIGN.	KING-16TH	3RD ST	KING	KING-3RD ST
ALIGNMENT 16TH-ISLAIS	3RD ST	3RD ST	CALTRAIN	3RD ST
ALIGNMENT S. OF ISLAIS	3RD ST	3RD ST	3RD ST	3RD ST

Figure 3: Third Street light rail alternatives being considered by Study Team

INTERRELATIONSHIP WITH OTHER PROJECTS AFFECTS BAYSHORE TRANSIT TIME LINE

As the study proceeds, it is clear that the final decisions on the options for the Bayshore Corridor will be influenced by many other factors.

In order for any of the light rail alternatives to begin operating, a maintenance and storage facility, as well as access track into the yard, must be in place. MUNI has identified a site for the proposed Metro East rail yard in the southwest corner of the Mission Bay development, at the intersection of Seventh and Sixteenth Streets. This facility would service some of the existing rail cars and any new cars that would be needed for a Bayshore light rail system. Cost for completing these projects is estimated at $137 million in 1992 dollars.

If MUNI had these funds in hand today, it would take six years to complete engineering, environmental work, toxic cleanup, property acquisition and actual construction of the Metro East facility and access track. MUNI had previously identified a number of funding sources to pay for these projects, but that money must now be used to replace the existing aging LRV fleet and to purchase other transit vehicles.

MUNI is seeking alternative ways of financing the Metro East facility and access track, including private sector funding and other creative measures; however no source of funds has yet been located. As a result, the City's Public Utilities Commission has approved an interim capital plan that schedules construction of Metro East and the subsequent opening of Bayshore light rail service between the years 2003 and 2005. That time line could be shortened somewhat if the rail yard and access track money could be found quickly. ■

PROJECT GOALS AND OBJECTIVES: Criteria for Evaluating Alternatives

The various alternatives identified for review during the study are evaluated according to their effectiveness in meeting specific goals and objectives. Seven primary goals were identified for the Project:

Goal #1: Improve transit service to, from and within the corridor
- Decrease travel time to destinations
- Maximize service convenience
- Maximize transit ridership in the corridor
- Improve schedule reliability

Goal #2: Facilitate economic development in area
- Stimulate economic activity at current commercial sites
- Stimulate new residential development near commercial corridors
- Stimulate mixed use development near major transit stops
- Minimize construction disruption
- Serve locations with major development potential
- Increase employment for corridor residents
- Enhance viability of industrial areas

Goal #3: Enhance environment in area
- Enhance corridor's visual appearance
- Improve air quality
- Minimize adverse environmental impacts

Goal #4: Enhance current and planned City and regional transportation
- Minimal disruption to other transportation services
- Improves accessibility to transit
- Enhances City's transportation plans
- Serves major transportation facilities

Goal #5: Implement a cost-effective and financially feasible system
- Minimize system operating cost
- Minimize capital cost
- Maximize opportunity for outside funding

Goal #6: Implement project as soon as possible
- Finance within current City capabilities
- Minimize potential time delays
- Minimize implementation time
- Achieve widely based support

Goal #7: Implement an equitable system
- Bring Bayshore corridor transit service to Citywide levels
- Provide equivalent service in all corridor neighborhoods
- Provide for transportation disadvantaged

When evaluating the alternatives on their effectiveness in meeting specific goals, each has advantages and disadvantages. Ultimately, the decision on which alternative to pursue will be made by the Board of Supervisors (functioning as the Transportation Authority) based on its collective perception of which goals and objectives are the most important to achieve. ■

THIRD STREET LIGHT RAIL ALTERNATIVES

(continued from page 7)

Market Street subway.

Alternatives 4, 9, and 10 all go into the Market Street subway and use standard MUNI cars that require high platforms. Alternative 4 runs down King Street in the western part of Mission Bay, goes east along 16th Street and then runs south down Third Street. Alternative 9 also runs on King Street, but then continues south on the Caltrain alignment south of Islais Creek, where it turns east to Third Street via either Evans or Jerrold Street. Alternative 10, a new alternative suggested by Supervisor Bill Maher, goes directly from King Street to Third Street, along the east side of Mission Bay; it also has a branch running up King Street to Sixteenth Street. Alternative 5 does not go into the Market Street subway; it uses new low-floor cars, which are incompatible with the subway's high platforms, and would run on the surface streets south of Market, with potential for connecting to the Geary Corridor system. ■

Architectural rendering of Third Street at a station stop, with light rail in an exclusive right-of-way with a 12-foot center-loading platform and no parking.

QUESTIONNAIRES

MUNI BAYSHORE CORRIDOR TRANSIT STUDY

PUBLIC COMMENT FORM

****

We are very interested in your comments. We would appreciate your letting us know your opinion on the issues being addressed in the study. Please complete this comment form and return it to the Project Team before you leave the meeting or you may mail it to:

Sue Stropes, MUNI Service Planning, 949 Presidio, Room 204, San Francisco 94115

Please forward your comments before February 15, if at all possible.

****

1. Do you have any comments about the proposed GOALS AND OBJECTIVES?

2. Do you have any comments about the ALTERNATIVES which initially have been identified for evaluation during the study? Do you prefer one alternative over another? Are there other alternatives which should be considered? Are there alternatives you think should NOT be considered?

3. Are there specific transit improvements you would like to see in the corridor? Are there trips you make (or would like to make) to a job, shopping, cultural events, public services, etc. that are now very difficult to make because of poor public transportation?

NOTE: Use the other side of this sheet to complete any of your answers or to make additional comments on any issue related to the study. THANK YOU.

TELL US WHAT YOU THINK!

We want to hear from you about the proposed transportation improvements in the Bayshore Corridor. As the study team continues its analysis of the alternatives, various options are being considered; each has advantages and disadvantages. How do you feel about these options? Which alternative do you prefer? What issues are of most concern to you? Please complete this questionnaire and return it *no later than August 20th* to: **Sue Stropes, MUNI Service Planning, 949 Presidio, Room 204, San Francisco, CA 94115.** Please type, print or write clearly. Use additional sheets if necessary.

Name:_____ Phone: _____

Address:_____ City: _____ Zip: _____

❶ What is your preference for light rail station spacing along Third Street?

☐ Stations spaced closer along Third Street and shorter walking distance
☐ Stations spaced farther apart, but quicker travel time and fewer parking spaces lost

Comments:

❷ Which would you prefer for the Third Street light rail system?

☐ High-platform stations, with the type of light rail car currently in use by MUNI which would connect to the existing MUNI Metro subway on Market Street
☐ Low platform stations, used by newly-designed low-floor cars which would run on surface streets (3rd and 4th) to connect to downtown, since low-floor cars are not compatible with the present MUNI Metro subway system

Comments:

❸ Please rank the four Third Street light rail alternatives in order of preference (1=most preferred, 4=least preferred):

☐ Alternative #4 ☐ Alternative #5 ☐ Alternative #9 ☐ Alternative #10

Alternative #4: service along 3rd Street, via 16th Street to MUNI Metro extension/subway
Alternative #5: service along 3rd Street to Market, on the surface using low-floor vehicles
Alternative #9: service on 3rd Street as far as Evans, then express via Caltrain tracks to MUNI Metro extension/subway
Alternative #10: service on 3rd Street to King Street and MUNI Metro extension/subway

Comments:

❹ Additional comments on any other issue:

FOLD HERE

PLACE
29¢
STAMP
HERE

Sue Stropes
MUNI Service Planning
949 Presidio, Room 204
San Francisco, CA 94115

Recycled Paper

ATTACH HERE

MUNI 公車 BAYSHORE 走廊巴士乘客調查表

MUNI 現正進行改善行走 BAYSHORE 走廊的服務。這份調查，幫助我們明白現時乘客的性質，以及服務的需要。我們十分需要你的幫助。請將填好的調查表投入近車門的箱內，或稍後寄回本公司。多謝你的幫忙。

1. 我在下面的車站上車。
   _____ 街與 _____ 街角。

2. 我是從：(請選一項)
   - ☐1. 家中來
   - ☐2. 從工作地點來
   - ☐3. 從學校來
   - ☐4. 從醫生/牙醫處來
   - ☐5. 購物地點來
   - ☐6. 社交/康樂場所來
   - ☐7. 其他(請註明) _____

3. 我前來的地址是：(請準確寫出)
   _____
   最近的街角、建築物名字、或者地址。如果不在三藩市，請寫出城市名。

4. 我如何前往 MUNI 公車站：(請選一項)
   - ☐1. 走路前往(多少個街口) _____
   - ☐2. 乘其他 MUNI 公車轉往(那一號線) _____
   - ☐3. 乘A.C. TRANSIT 或 GOLDEN GATE
   - ☐4. 乘捷運地鐵 BART
   - ☐5. CalTrain 火車
   - ☐6. 開車前往
   - ☐7. 其他(請註明) _____

5. 我將在下面的車站下車：
   _____ 街與 _____ 街角。

6. 我是前往：(請選一項)
   - ☐1. 回家
   - ☐2. 工作地點
   - ☐3. 學校
   - ☐4. 往見醫生/牙醫
   - ☐5. 購物
   - ☐6. 社交/康樂活動
   - ☐7. 其他(請註明) _____

7. 我前往的地址是：(請準確寫出)
   _____
   最近的街角、建築物名字、或者地址。如果不在三藩市，請寫出城市名。

8. 我如何抵達該處：(請選一項)
   - ☐1. 走路前往(多少個街口) _____
   - ☐2. 乘其他 MUNI 公車轉往(那一號線) _____
   - ☐3. 乘A.C. TRANSIT 或 GOLDEN GATE
   - ☐4. 乘捷運地鐵 BART
   - ☐5. CalTrain 火車
   - ☐6. 開車前往
   - ☐7. 其他(請註明) _____

9. 我付車費的方法是：(請選一項)
   - 現款
     - ☐1. $1.00 或車幣 (成年人車費)
     - ☐2. $0.25 (青少年車費)
     - ☐3. $0.25 (耆英/傷殘人士車費)
   - 月票
     - ☐4. 月票
     - ☐5. 學生月票
     - ☐6. 耆英/傷殘人士月票
     - ☐7. BART-Plus
   - 轉車票
     - ☐8. MUNI 轉車票
     - ☐9. MUNI-BART 轉車票
     - ☐10. 其他(請註明) _____

10. 請指出你的年齡範圍：(請選一項)
    - ☐1. 14 或以下
    - ☐2. 15-17
    - ☐3. 18-24
    - ☐4. 25-44
    - ☐5. 45-64
    - ☐6. 65 歲或以上

11. 我主要是：(請選一項)
    - ☐1. 全時工作
    - ☐2. 部份時間工作
    - ☐3. 失業
    - ☐4. 其他(請註明)
    - ☐5. 學生(學校名 _____)
    - ☐6. 退休
    - ☐7. 外地旅客

12. 請選出四項對你而言是最重要的因素：(不可選多個四項)
    - ☐1. 步行到車站距離要近
    - ☐2. 行車快速 -- 減少乘車時間
    - ☐3. 減少轉車次數
    - ☐4. 班次準時(不是一串串前來)
    - ☐5. 車上不要太擠擁
    - ☐6. 車上要更安全
    - ☐7. 車站要更安全
    - ☐8. 連接SAN MATEO聖馬刁縣及機場更方便

13. 你經常乘坐這線巴士次數多少？
    - ☐1. 一星期五天或以上
    - ☐2. 一星期四天
    - ☐3. 一星期三天
    - ☐4. 一星期兩天
    - ☐5. 一星期一天
    - ☐6. 一星期不足一天

14. 請提供任何有關行走此線巴士的意見，或者你認為我們應該要考慮改善的地方。

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in the
United States

BUSINESS REPLY MAIL

FIRST CLASS MAIL PERMIT NO. 25399 SAN FRANCISCO, CA

POSTAGE WILL BE PAID BY ADDRESSEE

WILBUR SMITH ASSOCIATES

282 Second Street, 2nd floor
San Francisco CA 94105-9889

ENCUESTA PARA EL CORREDOR BAYSHORE DEL SERVICIO TRANSPORTES MUNI

Muni está desarrollando un plan de mejoramiento del tránsito para el Corredor Bayshore. Esta encuesta nos ayudará a entender las características actuales de los usuarios y los requisitos del servicio. Su colaboración en la encuesta nos es sumamente valiosa. Favor de llenar los formularios y ponerlos en los buzones localizados cerca de las puertas del autobús o enviárnoslo por correo. Gracias por su colaboración.

1. Subí al autobús en: *(parada del Muni)*

Esquina de las calles _____ y _____

2. Venía de: *(marque un apartado)*

- ❒ 1 Mi casa
- ❒ 2 Trabajo
- ❒ 3 Centro de estudios
- ❒ 4 Visita al médico, dentista
- ❒ 5 Compras
- ❒ 6 Actividad social o recreacional
- ❒ 7 Otro _____

(Especifique por favor)

3. El lugar de donde vengo es: *(sea exacto)*

_____

Esquina más cercana, nombre del edificio o dirección. Si no es en S.F., nombre de la ciudad.

4. Llegué a la parada Muni vía: *(marque un apartado)*

- ❒ 1 Caminando _____ (Número de quadras)
- ❒ 2 Otro autobús Muni _____ (Especifique la línea)
- ❒ 3 AC Transit o Golden Gate
- ❒ 4 BART
- ❒ 5 CalTrain
- ❒ 6 Auto
- ❒ 7 Otro _____

(Especifique por favor)

5. Me bajaré del autobús en: *(parada de Muni)*

Esquina de las calles _____ y _____

6. Estoy camino a:

- ❒ 1 Mi casa
- ❒ 2 Trabajo
- ❒ 3 Centro de estudios
- ❒ 4 Visita al médico, dentista
- ❒ 5 Compras
- ❒ 6 Actividad social o recreacional
- ❒ 7 Otro _____

(Especifique por favor)

7. El lugar al que me dirijo es: *(sea exacto)*

_____

Esquina más cercana, nombre del edificio o dirección. Si no es en S.F., nombre de la ciudad.

8. Llegaré a mi destino vía: *(marque un apartado)*

- ❒ 1 Caminando _____ (Número de quadras)
- ❒ 2 Otro autobús Muni _____ (Especifique la línea)
- ❒ 3 AC Transit o Golden Gate
- ❒ 4 BART
- ❒ 5 CalTrain
- ❒ 6 Auto
- ❒ 7 Otro _____

(Especifique por favor)

9. Pagué el pasaje con: *(marque un apartado)*

- ❒ 1 $1 o ficha (token) (Adulto)
- ❒ 2 25¢ (estudiante)
- ❒ 3 25¢ (3era edad o jubilado)
- ❒ 4 Fast Pass
- ❒ 5 Youth Pass
- ❒ 6 Senior/Disabled Pass
- ❒ 7 BART Plus
- ❒ 8 Muni transfer
- ❒ 9 Muni-BART transfer
- ❒ 10 Otro _____

(Especifique por favor)

10. Favor de indicar su edad: *(marque un aprtado)*

- ❒ 1 Menos de 14 años
- ❒ 2 Entre 15 y 17
- ❒ 3 Entre 18 y 24
- ❒ 5 Entre 25 y 44
- ❒ 6 Entre 45 y 64
- ❒ 7 65 y más

11. Principalmente estoy: *(marque un apartado)*

- ❒ 1 Empleado a jornada completa
- ❒ 2 Empleado a media jornada
- ❒ 3 Desempleado
- ❒ 4 Otro _____
- ❒ 5 Estudiando (Escuela: _____)
- ❒ 6 Retirado
- ❒ 7 Visitando la ciudad

12. Marque los cuatro casilleros que considere más importante para Ud.:
(Favor de no marcar más de cuatro)

- ❒ 1 Paradas de autobús cercanas
- ❒ 2 Velocidad
- ❒ 3 Mínimos trasbordos
- ❒ 4 Horarios seguros
- ❒ 5 Suficiente espacio en los autobuses
- ❒ 6 Mayor seguridad en los autobuses
- ❒ 7 Mayor seguridad en las paradas
- ❒ 8 Mejores conexiones con San Mateo y S.F.

13. ¿Con que frecuencia viaja en esta ruta de autobús?

- ❒ 1 5 días a semana
- ❒ 2 4 días a semana
- ❒ 3 3 días a semana
- ❒ 4 2 días a semana
- ❒ 5 Un día a semana
- ❒ 6 Menos de un día a semana

14. Favor de hacer cualquier comentario pertinente al servicio de autobuses Muni de esta ruta y a las mejoras que Ud. desearía.

No Postage
Necessary
If Mailed
in the
United States

BUSINESS REPLY MAIL

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San Francisco CA 94105-9889

12003

MUNI BAYSHORE CORRIDOR BUS RIDER SURVEY

MUNI is developing a transit improvement plan for the Bayshore Corridor. This survey will help us understand existing ridership characteristics and service needs. Your help on this survey is greatly needed. Please return the completed survey form to the boxes near bus doors or mail it back later. Thank you for your assistance.

Formularios en español a su disposición.

備有中文表格歡迎索取

1. I got on this bus at: *(MUNI stop location)*

Corner of _____and_____streets

2. I was coming from: *(check one)*

- ☐1 My home
- ☐2 Work
- ☐3 School
- ☐4 Medical/dental
- ☐5 Shopping
- ☐6 Social/recreation
- ☐7 Other *(please specify)* _____

3. The place I am coming from is: *(be exact)*

_____

Nearest street corner, building name, or street address. If not in SF, name of City

4. I got to the MUNI stop by: *(check one)*

- ☐1 Walking *(how many blocks?)* _____
- ☐2 Other MUNI *(specify route number(s)* _____
- ☐3 A.C. Transit/Golden Gate
- ☐4 SamTrans
- ☐5 BART
- ☐6 CalTrain
- ☐7 Auto
- ☐8 Other_____

5. I will get off this bus at: *(MUNI stop location)*

Corner of _____and_____streets

6. I am on my way to: *(check one)*

- ☐1 My home
- ☐2 Work
- ☐3 School
- ☐4 Medical/dental
- ☐5 Shopping
- ☐6 Social/recreation
- ☐7 Other *(please specify)* _____

7. The place I am going to is: *(be exact)*

_____

Nearest street corner, building name, or street address. If not in SF, name of City

8. I will get there by: *(check one)*

- ☐1 Walking *(how many blocks?)* _____
- ☐2 Other MUNI *(specify route number(s)* _____
- ☐3 A.C. Transit/Golden Gate
- ☐4 SamTrans
- ☐5 BART
- ☐6 CalTrain
- ☐7 Auto
- ☐8 Other_____

9. The fare I paid was by: *(check one)*

Cash
- ☐1 $1 Cash or Token (Adult)
- ☐2 25¢ (Youth)
- ☐3 25¢ (Senior Citizen/Disabled)

Pass
- ☐4 Fast Pass
- ☐5 Youth Pass
- ☐6 Senior/Disabled Pass
- ☐7 BART-Plus

Transfer
- ☐8 MUNI Transfer
- ☐9 MUNI-BART Transfer
- ☐10 Other *(specify)*_____

10. Please indicate your age: *(check one)*

- ☐1 14 and Under
- ☐2 15 - 17
- ☐3 18 - 24
- ☐4 25 - 44
- ☐5 45 - 64
- ☐6 65 and over

11. I am principally: *(check one)*

- ☐1 Employed full time
- ☐2 Employed part time
- ☐3 Unemployed
- ☐4 Other *(specify)*
- ☐5 Student *(school_____)*
- ☐6 Retired
- ☐7 Visitor to City

12. Please check the FOUR features that are most important to you: *(choose no more than four)*

- ☐1 Short walking distance to stops
- ☐2 Fast running speed - short travel times
- ☐3 Minimize need to transfer
- ☐4 Schedule reliability (not bunching)
- ☐5 Less crowding on buses
- ☐6 Better security on buses
- ☐7 Better security at bus stops
- ☐8 Better connections to San Mateo County & SFO

13. How often do you travel on this bus route?

- ☐1 5 + days a week
- ☐2 4 days a week
- ☐3 3 days a week
- ☐4 2 days a week
- ☐5 1 day a week
- ☐6 Less than 1 day a week

14. Please provide us with any comment concerning MUNI service on this route, or improvements you think should be considered.

No Postage
Necessary
If Mailed
in the
United States

BUSINESS REPLY MAIL

FIRST CLASS MAIL PERMIT NO. 25399 SAN FRANCISCO, CA

POSTAGE WILL BE PAID BY ADDRESSEE

WILBUR SMITH ASSOCIATES

282 Second Street, 2nd floor
San Francisco CA 94105-9889